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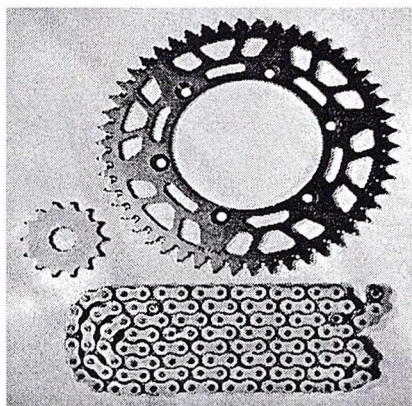
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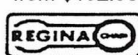
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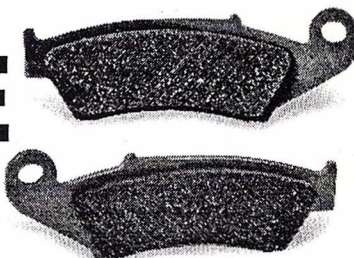
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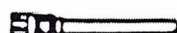
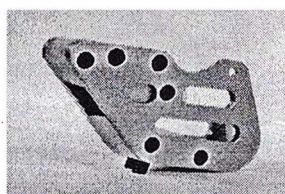


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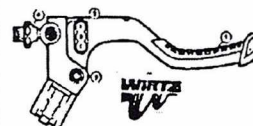
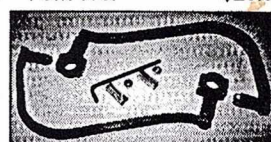
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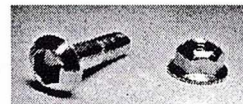
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On the cover: Suzuki's Mike Kiedrowski plays in the mud at an early-season GNCC event. Mud can be a horrible grind or a whole lot of fun, but without a doubt it's always a mess. Goodbye chain! Goodbye sprockets! (Photo by Bossman)

July 2000
Volume 30 Number 7

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Published in the USA by

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The advertising deadline
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is July 15, 2000

COMPETITION

- 18 Stumpjumper Enduro**
Sand jammin'
- 20 NETRA Hare Scrambles**
Lembo and Hoot Owl
- 24 Two For The Record Books**
GNCC Rounds 6 and 7
- 32 Bear Valley National**
It didn't rain this year!
- 36 SETRA Enduros**
Catching up on coverage....
- 40 St. Georges Hare Scrambles**
Hoess does it again

MACHINES

- 12 KTM 400EXC**
One awesome stroker

STUFF

- 30 Michelin S-12**
A new sand tire we like

DEPARTMENTS

- 4 Last Over**
Not Just Any Sunday
- 6 Local News**
- 8 Riding with Mike**
Never Follow
- 10 Cycle Surgeon**
Carpal Tunnel Syndrome
- 44 Yankee Trader**
- 50 Hertfelder**
Just Look At It



Warning: We've been writing these disclaimers here for 14 years, and we're hoping you're starting to get the point. We don't want anyone getting hurt, but you have to accept the fact that injuries are a normal part of any extreme sport, and trail riding definitely qualifies as "extreme." What, you want to compare it to baseball or something? Give me a break. Baseball, the worst that can happen is you spill beer all over the front of your shirt and fall off the second level into the stands below. Pansies are into baseball, real men and women ride trail. Do it safe, protect yourself, be careful, and have a ton of fun.

Essential Screed

Subscriptions: Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$30 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

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Back Issues: A limited number of back issues are available. Write us and let us know the month and year, and send \$2.95 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike).

Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines if you tell them to, but they don't do it in a hurry.

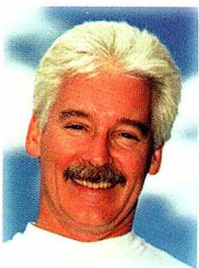
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Contributors: We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

Yankee Trader: Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!

Trail Rider Magazine (ISSN 0892-3922) is published monthly at 127 Navajo Trail, Medford Lakes NJ 08055. Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$30 U.S. yearly. Copyright © 2000 by Trail Rider Magazine. All rights reserved. No advertising or editorial matter in this magazine may be reproduced for distribution without written permission by the publisher. Contributors: Articles and event photos are welcome, although we assume no responsibility for unsolicited materials. Unless special arrangements are made in advance, all published materials become the sole property of Trail Rider. Periodicals postage paid at Medford, New Jersey, and additional mailing offices. **POSTMASTER: Send address changes to Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055-2038.**



by Paul Clipper

Not Just Any Sunday

There are two things that make being in this business so much fun: The people you meet and the places you get to ride. There aren't any other people in the world quite like dirt bikers, and I'm sure you've figured that out by now. Riding needs no explanation. That's why we're all here.

I was reminded of all this fun just last week, when a group of us got together for one of the annual Not Just Any Sunday rides with Malcolm Smith. We had a group of only about 30 people in total, a small yet broad representation of our sport in general. A number of the riders were motorcycle dealers who had won the right to attend the gathering through sales incentives, and two of the guys attending had entered a raffle after buying some MSR gear and won their spots in the event. The rest of us were industry people in some way or another; that's what I am, an "industry person."

And you know, I'm proud to be an industry person. It takes a lot of work to get here. Racers are industry people as well, they just happen to be industry people who can ride really fast. Industry people, basically, are here because at some point in life they got blown away by motorcycles or riding, and at that point they made a decision to never get a real job.

Racers are the kings of this field. All they're ever expected to do is ride. The really best ones only ever ride and work out, that's all they do. It's like the life of a Hollywood star—all you make time for is working out at the gym and then strutting your stuff in front of the crowd, with a little reconstructive surgery every now and then.

We had three racers with us on this ride, and although they have their own ways about them, all three of them fit the mold pretty well. The number one Career Racer in the group was Randy Hawkins. I met Randy at his second Six Days, in Czechoslovakia in 1981. He was young. I guess I was young. But he was wild-eyed and obviously into it for the long haul. He's been racing now for 20 years on a professional level, which is kind of awesome if you think about it. Most of the guys who started out with him are very much retired, or riding in the Senior A class by now.

Randy's got it made in the shade. He has everything worked out, got the box van full of parts, got the loyal mechanic, got the beautiful young wife. And he can still go like hell. He won a couple of national enduros this season, won the Alligator enduro, and finishes in the top ten in the GNCC. Every now and then he'll drop into the "I'm getting too old..." slouch when I'm talking to him about the old days, but he's right on the curve still. Randy likes everything nice, likes his bike clean, likes everything just so. He's been doing it a long time, and he deserves it his way.

Another one of the racers on this tour was Barry Hawk. On the second day of the ride we parked in Barry's yard, and spent the morning riding his trails. Barry's got a brand-new house and a license plate that says "QUAD GOD" on it. He's an interesting study for most of us, because he made his fortune so far racing four wheelers. He has become a leg-

endary ATV champ of the GNCC series, and last year caused a stir by winning the Quad championship racing on Saturday, and then getting on a bike on Sunday and racing to a fifth place overall. This year he's riding bikes only, and, true to his number, currently sitting fifth in overall points. Barry is young, strong, and full of the kind of energy that will serve him well in this business.

The only thing is he's still earning his respect as a bike racer. We were having lunch the first day, and Barry was sitting on the edge of the deck, eating a sandwich and receiving the undivided attention of

Smith himself. Malcolm isn't a famous racer. He raced the Baja 1000 a number of times, and other big races, but in reality he's probably the most acclaimed trail rider in history. I first saw Malcolm in a movie called *On Any Sunday* in the early '70s, and then by getting into the bike business I eventually met Malcolm, rode with him, and got to know him a little. What's he like? He's a typical dirt bike rider. Likes to have fun, doesn't like to sweat over business, has no time for anything "normal." He doesn't watch TV, doesn't go out to bars. He likes epic rides, likes to go long distances, preferably

"I'm an industry person. Industry people, basically, are here because at some point in life they got blown away by motorcycles or riding, and at that point they made a decision to never get a real job."

Don Adams' Doberman. Don yelled at the dog to leave him alone, whereupon Steven Adams, Don's son and MSR's Product Manager, told him "That's okay dad, Barry's an ATV racer, he's used to eating with dogs." Barry's like the Rodney Dangerfield of GNCC racing.

The third racer in attendance was Shane Watts. He looks and dresses like the rest of us, and even speaks close to the same language, so I think a lot of people forget that he ain't from around here. Wattsy is an Australian, and though Australians and Americans both speak English there's an extreme cultural difference between us. Watts is basic, very down to earth. He claims he's humble, and that's where one of the differences come from. In American, someone who is humble is considered to be modest, the kind of person who would never say he was humble. In Australian, his word "humble" means basic and of simple tastes, which he is. I believe he makes the other racers crazy in this way; if there was a racer's union they'd be pulling him aside and talking to him, telling him he was going to ruin it for the rest of them if he doesn't change his ways.


For example, he prefers to sleep outside. He has a sleeping bag in his box van, and he prefers to throw it out on the ground and spend his nights out under the stars. He has no mechanic, and he races bikes that are totally stock, right out of the box, no lie. Open his tool box and you're not going to find much more than the tools that come in those little tool kits they give you with the bike. He has shelves in the back of the box van with bin boxes containing some parts for the bikes, and right in with them are bin boxes labeled "pasta," "Vegamite," "rice" and other food items. Here's a guy who loves to camp, and he's been doing that all spring while chasing the GNCC title. He's the Crocodile Dundee of the series.

The other really famous guy there was Malcolm

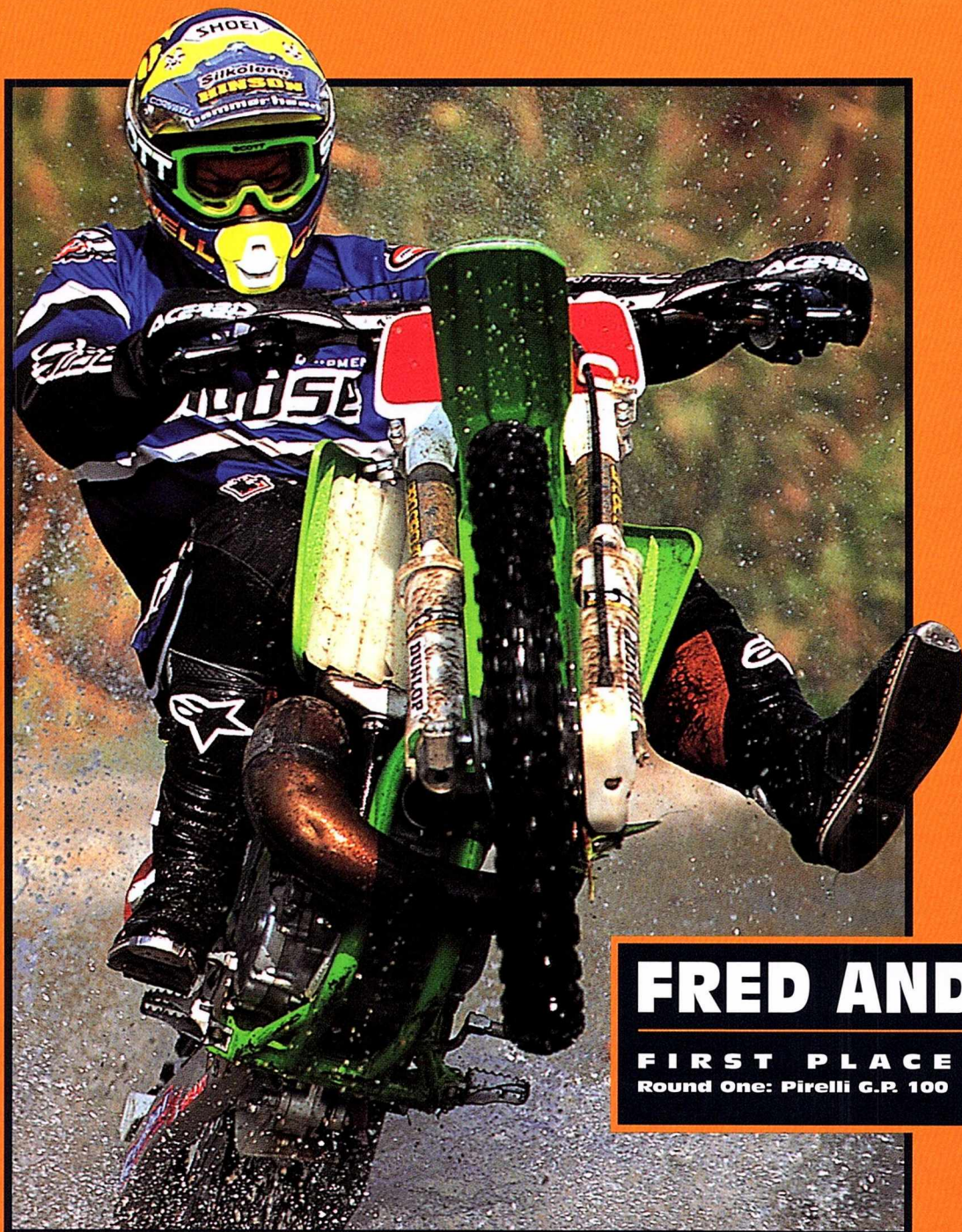
where no one has gone before. He wasn't riding with us on this trip, since he was healing from a nasty broken arm suffered the last time he rode in Baja. His only problem these days is still riding like he was 30 with a 59 year-old body.

So with the exception of Malcolm we rode trails for two days, chasing after Watts and Hawk and Hawkins at times, but mostly riding with those guys riding sweep. It had to be tough for them, like riding with C class lappers all day. They all like to be uncorked, like to hear that engine singing. Every now and then we'd stop at a nasty spot in the woods, usually where there was a tough hill, and we'd all be treated to witnessing a "hair contest" between these three, and whoever else got sucked into it. Usually it was a hillclimb that was nearly impossible—certainly impossible for any of us C riders. These guys would get into it, and start trying to get up the hill and we'd see some incredible riding. Then one of us would get brave—usually Steven Adams or Lou Lopez—and after a bit we'd have to move on before somebody got really hurt. We had fun.

The point of all this is that it's so cool that these guys are all so approachable. Barry, Randy and Shane were all perfectly comfortable riding sweep, swapping bikes with some of us, and just hanging out having a fun day or two on the trail. Malcolm was kind of itchy to ride, but made up for his restlessness by hustling off to the grocery store and augmenting our lunch and dinner menus with some of the stuff he liked to eat. "I haven't been to a grocery store in months! I don't know what I'm doing there, but it was fun!"

Malcolm Smith goes to the grocery store to buy corn on the cob and potatoes for the boys. Just a bunch of typical dirt bike riders, just another great Not Just Any Sunday ride. Thanks Malcolm and MSR, for a great time! 

FLAT OUT



Round One of the Parts Unlimited Offroad Series saw Team Moose rider Fred Andrews take home the checkered flag. Fred accomplished this by riding the last forty miles on a flat tire.

Impressive?

We think so.

FRED ANDREWS

FIRST PLACE
Round One: Pirelli G.P. 100

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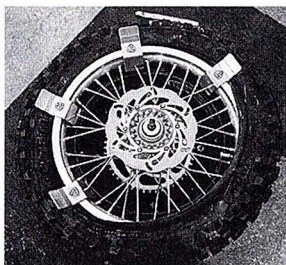
www.mooseoffroad.com

Connecticut Date Wrong

We printed an erroneous date for the Connecticut State hare scrambles in the last issue. It seems we had an early schedule that said the event was on June 25, where in reality it is happening on July 16th. Sorry about that. Head on over there and do some hare scrambling this month.

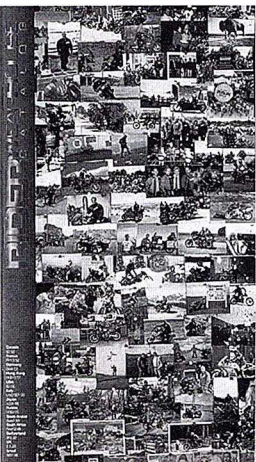
Motion Pro Bead Buddy

Have you ever struggled with a tire change? Had the bead "walk" around the rim while you tried to lever it on? Ever done it with a greasy foam insert? Motion Pro sent us a new tool called a Bead Buddy, and with it you stomp the tire down on one side of the rim and drop a bead buddy in place to hold it there. Then you just lever the tire on as usual, with no annoying "bead creep" around the rim. We found another use for them, with foam tubes. Usually with a foam insert (Tech Tube, Michelin Mousse) you clamp the rim with Vise Grips as you work along, a practice that scars your rim edges beautifully. We found we could mount a foam tube using four Bead Buddies and save the wear and tear of clamping all those Vise Grips on. Check them out at Motion Pro, (650)329-0427, or see them at www.motionpro.com.



New Aero Catalog

Aerostich, the company with the intentionally misspelled name, updated their catalog this year, their first new catalog in four years. Aerostich is most famous for the very nice Roadcrafter one-piece road riding suits, and they also make the bomb-proof Darien dual sport gear. However, they are blessed with a very quirky president, and as a result they have a catalog loaded with some of the most obscure and quirky motorcycle items you could ever wish for. Not that everything in the catalog is odd-ball, but there are things in here that you never would have even guessed existed. Or maybe we don't get out much. At any rate, it's an interesting catalog to browse through, and if you read much of it we guarantee you'll find a few things that make you laugh out loud, and we're always pleased to find people who still believe in humor in marketing. If you'd rather not go for the printed version, the

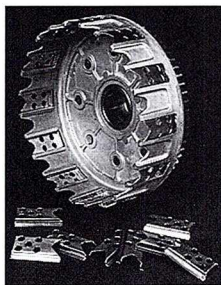


whole catalog is on line at www.aerostich.com for secure ordering and your browsing pleasure. The best part of the online catalog is the live picture of the order processing department at Aerostich. Yes, it's a real-time camera that updates about every two seconds on a fast connection. Log on at about 1:00 p.m. and watch everyone leave for lunch! Print versions are available at (800)222-1994, or e-mail to catalog@aerostich.com.

Rare Books

You've seen those European motorcycle photo books. Photographer Dario Agrati has a series of them called Off Road Champions, sort of a year book of European competition for 1991, and for 1995 through 1999. There's also a pair of books called Road Racing Champions, for 1998 and 1999, if you're into such a thing. Basically, the photography in these books is incredible. The printing is very fine, and

the subject matter is treated like only the Europeans can treat it. Well, if you wanted to chase down a copy of one of them, we're pleased to report that there's now an American distributor, and that's Book'em (no kidding), 622 Columbine Rd., Woodland Park, CO 80863. There's a range of pricing, averaging about \$35 a book, with \$3 shipping for each one, call them if you want to learn more at (719)686-1109, or look them up at www.offroadchampions.com.



New WER Stuff

Works Enduro Rider this year announced they have a new division at WER. They're new "arm" is called the WER Suspension Products division, wherein they manufacture a line of high performance suspension parts for fairly specific and unique purposes. The products include the WER PDS Shock Bladder Cap, the WER Fork Compression Pistons, WER XR400 Fork Bottoming Cones, WER XR250 Fork Extender Caps, and WER Suspension Shims. They're going gangbusters up there. For more information and a product catalog, call them at (908)637-6385.

Notched Basket?

We wrote in February 2000 that notches in

CTS Case Study

Steve Augustine covers Carpal Tunnel Syndrome in the Cycle Surgeon column this month. Although he speaks professionally and somewhat generically about the subject, I can speak first-hand and offer some observations. I've spent years combining typing and motorcycle riding, two prime candidates for CTS symptoms, but when I added mountain bike riding to the mix I went over the edge. All that riding and typing was too much, and I wound up going the full route, along with surgery on one hand. The prime symptom, at least in my case, was numbness and/or pain in my thumb and index finger, along with a painful throbbing sensation in my wrists. It's nasty. It doesn't bother you so much when you're riding, but afterwards it hurts, sometimes so bad as to wake you up at night.

The nerve conduction test he talks about is like a trip to an evil torture scientist. The doctor actually sticks needles in your arm, right into the median nerve in various spots, then shoots an electric shock into it. It feels just exactly like it's described, and I thought it was terribly funny that I was actually paying someone to do this to me.

I had my right hand fixed. It worked great, it cured all the problems, and I have no symptoms anymore in that hand. I didn't have the left side done, mostly because my doctor retired. I also stopped mountain biking so much, and that eased the stress on my hands. Dr. Augustine suggests thicker grips, and I can recommend the Oury Superbike grips, fat, sticky street bike grips that feel great, especially if you have big hands. They help the wrist, but I found that I get more blisters with them than with skinny grips, so it's a trade-off.

Everybody I ever talked to who have also suffered from CTS all say the same thing, the thing I'm going to tell you: get the operation. It's low-risk, and it seems to work beautifully. The only other way to get rid of CTS is stop abusing your hands, which pretty much means quit riding. And we know that's not going to happen! (P.C.)

your clutch basket tangs was a sign you needed a new clutch basket. Well,

we're going to stand somewhat corrected because we heard from Stormin' Norman's Racing. Stormin' Norman has a process where he can machine a worn basket and fit it with stainless steel inserts that will renew the function of the basket and also make it last much longer than a

new stock basket. The cost to send your basket in and get the inserts installed is \$97.50. If your basket can't be saved, they also sell a billet replacement basket for \$135. Right now, they can only do selected models, so call before you start mailing parts off, (724)722-3630.

Closer All The Time

We've been keeping an eye on the mountain bike scene for a while now, and are happy to report that they're getting closer to the real thing all the



time. This year's Rocky Mountain RM6 is a good example. It comes with a Fox rear shock, Marzocchi Bomber forks, and a front fender to keep the slop out of your chops. Best of all, it comes with Hayes disc brakes front and rear, which is a wonderful thing. We've hated rim brakes forever, and they don't belong on a mountain bike. Suspension travel on this 32 pound wonder is something like six inches in the back and five inches in the front. We spent an afternoon riding one of these and they are incredible. The suspension soaks up most of the trail hazards you hate to deal with on a pedal bike, and the brakes stop beautiful without being always mud-fouled like rim brakes. Very cool mountain bike. Find out what it costs from your Rocky Mountain dealer.

Buy Kawasaki

Kawasaki Motors Corp. USA this year announced their new Web site, www.buykawasaki.com. With the new site you can purchase any Kawasaki accessory, gear or clothing items, without moving away from your computer. The interesting thing is that this

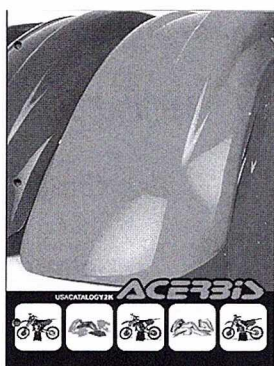
is not a direct sales site. You order what you want, and your order is routed through a local dealer, or whatever dealer you wish. You then have the option of home delivery or picking it up at the dealership when it arrives. Check it out, it's one more step into the future.

New 20-Incher

Dunlop announced recently that they have been experimenting with a 20-inch front tire for some time now, and they like their results enough to release the new tire to the general public. The point of it all is that the new 20-inch Dunlop fronts are wider and taller than the current crop of 21-inch tires, and the wider footprint on the front increases cornering traction and bump absorption, as well as fewer pinch-flats. Team Suzuki Offroad has also been testing with it. We'll have to check out their bikes closer at the next GNCC. Downside? Well, of course you're going to need a new rim and spokes to handle the 20-inch tire, but chances are you'll see these new tires on OEM motocross bikes, maybe as soon as 2001. No time like the present to get fat.

New Acerbis Catalog

It keeps getting bigger every year, and inside you can find all the cool products for 2000, including plastic parts, riding gear, accessories, all sorts of stuff. You won't find the Zoom 2 chest protector, because it's too new, but the rest of the stuff is neat. You can also see their stuff at www.acerbis.com, but call (619)679-5220 and tell them Trail Rider sent you for a catalog.



Whitehorse Catalog

Whitehorse Press has just published their new Summer/Fall catalog containing 48 full-color pages that are jam-packed with stuff for motorcycle enthusiasts. Their extensive product line includes books, videos, dozens of biker movies from the 60s and 70s, hard-to-find books, repair and maintenance manuals, and a selection of tools to carry with you on your motorcycle.

To place an order with Whitehorse, or to obtain a free Whitehorse Press Motorcycling Catalog, contact Whitehorse Press, P.O. Box 60, North Conway, NH 03860-0060. Telephone toll-free 800-531-1133 in the United States or Canada, or 603-356-6556 internationally; fax 603-356-6590; e-mail orders@whitehorsepress.com.

Increased GPS Accuracy

The one odd thing about using a GPS (Global Positioning System receiver) up until very recently, was that there was a government-imposed built-in error that you really couldn't predict. Before May 1st of this year, your GPS could have been off your exact position by as much as 100 meters, which is 325 feet according to our calculator. At midnight on May 1st, our government stopped intentional

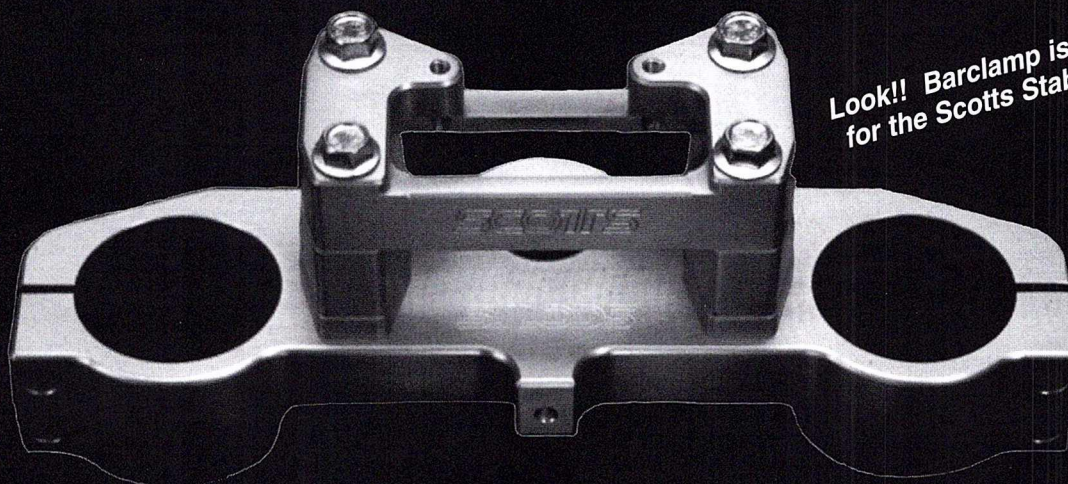
degradation of the GPS signals available, reducing the maximum error to something like 20 meters, which is 65 feet. We checked it out with our Garmin GPS3, and it is indeed claiming greater accuracy, although we haven't found a totally precise way to check it right here. One thing we have noticed is that the altitude readout on the GPS3 seems to be alarmingly accurate. Driving along the highway now, the altitude signs on all the mountain passes agree with the GPS within a few feet. Before May 1, it was off by hundreds of feet. It's all pretty cool, it makes that GPS of yours much more useful. The government's announcement of the signal change is posted on A-Loop's Web site, at www.aloop.com, so you can read all about it there. ↑

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Riding with Mike

by Mike Lafferty

Never Follow

What I mean when I say never follow is basic: never follow the wrong line, never follow the person in front of you. Doing either is a prime opportunity to make the same mistakes everybody else did. Make your own mistakes. One day it'll make you a faster rider.

Here's a good example. In the first photo below I'm following the rut everyone else made on this enduro trail. The rut is at the top of a mound in the middle of a turn. You have to make a hard left as you go down the mound. The problem with this rut is that everybody had to make this turn bolt upright—the slowest way to turn a motorcycle. If they didn't stay upright, they would have nailed that tree on the left (the rider's left), and from my side I could see the bark missing

attention you can guess what the guy laying the trail out was going to do. Some guys lay out trail as a series of straight lines, some guys are always turning, never going straight. Some guys lay out trail with no rhythm to it at all. You have to try to guess what the layout person is going to do, based on what he's done in the preceding miles. You've heard people call this "reading the trail" for years, and that's what you have to do.

So I can see the rut is a bad line. I don't want to hit the tree, and I want to get through the corner as fast as I can and figure out the next one. What I do is ignore the existing line and ride the corner following my own line. I make my own turn, as if the one there didn't exist.

It sounds simple, but it's not easy to leave that existing line. But you have to do it to really make up time. If you follow everybody else's line, you're not going to go any faster than they are. Anybody can hold it wide open in the straights, you have to beat them in the turns, and you won't do it following their line.

By swinging to the outside of this turn, as in photo two, I'm giving myself plenty of room away from that tree, and able to lean the bike down enough to turn it fast. My line is a whole lot faster than the rut, and if my guess that the next turn is a right turn is correct, I'm already on a better line for that. But that's something I have to deal with as soon as I can see the next turn, and I know I'm going to be looking at the turn, not the existing line through the turn.

The same thing goes for following people. It is so easy to catch up to someone and just fall in behind him in a race. It's also the last thing you should do. If you caught up to him that means you were going faster than him, right? And if you were going faster, dropping in behind him and going his speed is like stopping forward progress. It takes about one minute to adjust to someone's pace, and when you do that it turns into two people racing around the course at the same speed, instead of you catching up and passing him.

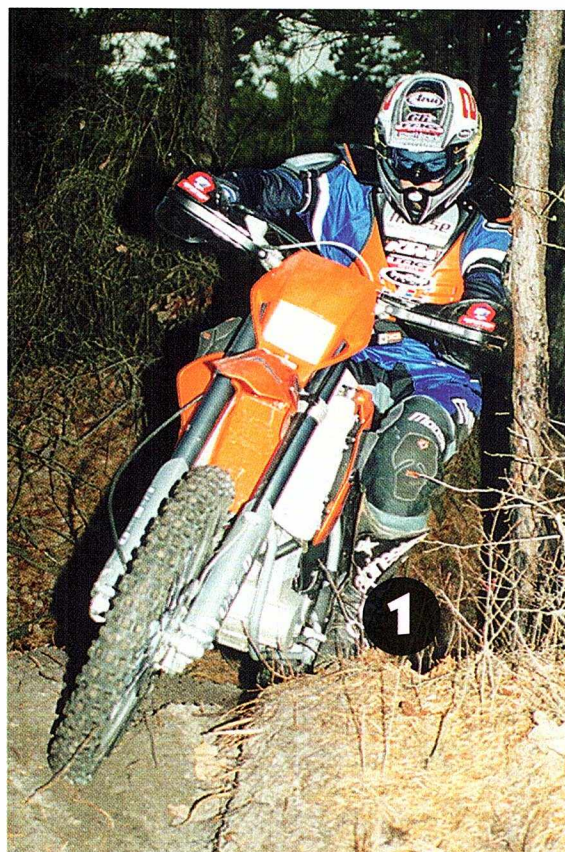
If you're a really good rider, and you know where you are in the race, this can be a good technique if you use it right. If the guy in front of you is leading your class, or leading overall, if you tuck in behind him and adjust to his pace it will work really well if you're able to relax and conserve energy without totally slowing down. This is a tough thing to do. You have to be a good rider to pull it off. You have to stay on your game, always look in every turn for an alternate line to

pass on, maybe test those lines here and there without giving your "plans" away, and always be ready to pass the leader if he makes one little mistake. Ideally you want to stay behind, save your energy, and then pass on the last lap and make it stick to the finish. But, if he starts making mistakes and you don't pass right away, you'll be right there making the same mistakes,

"It is so easy to catch up to someone and just fall in behind him in a race. It's also the last thing you should do."

and before you know it you're just following him right into the finish.

Until you're good enough to be winning the overall, it's better to just pass someone you catch up to. Ride your own lines, ride your own pace, your own race. Work on your technique and personal riding ability, and with this strategy you'll always be going faster than anybody else. ↑



1

from all the guys who did hit it. To follow the rut I had to stay upright to miss the tree, then force the bike to turn on a bad line down the little hill. Not the fastest way through the turn, and if I wasn't careful I could easily nail my shoulder into the tree, even if I missed it with the handlebars.

Instead, what I want to do is more like the second photo. I want to anticipate the turn coming up, and take the best line as if the rut wasn't even there. I'll admit this isn't easy. The existing line is a very safe way to go. I really don't know what's on the outside of that turn, and I don't know if anything is going to jump into my way once I clear the mound. But, I've been riding at least some distance through this section, and I can sort of anticipate what's coming up. You know basically what the local terrain is like, and if you pay

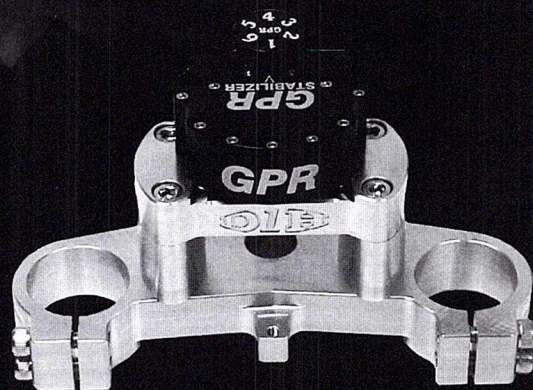


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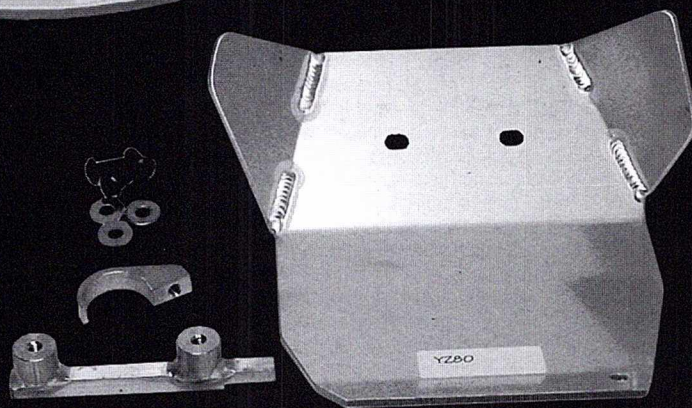
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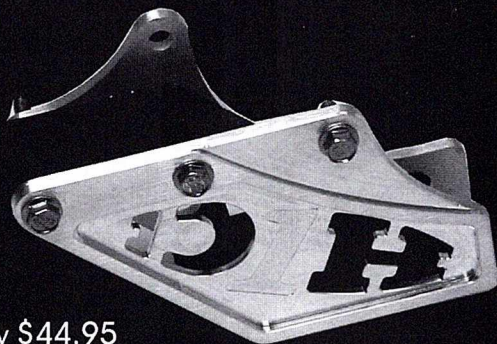
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Cycle Surgeon

by Dr. Steve Augustine,
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Carpal Tunnel Syndrome

Do you ever feel a numbness or tingling in your hand after a ride or the night after a race? Do you sometimes experience a sharp pain that feels like a lightening bolt shooting up your arm and into your shoulder? Do you have trouble holding objects without dropping them? When you're working on your bike do you feel clumsy using tools or putting parts back together? If you do, you may be experiencing symptoms of Carpal Tunnel Syndrome (CTS).

CTS is a common problem that interferes with the use of your hand. The carpal tunnel is a rigid and narrow canal at the wrist in which the wrist bones make up the floor and a broad transverse ligament makes the roof (see the picture). The median nerve and nine tendons to the hand pass through the tunnel. There are a number of causes of CTS but it is usually caused by repetitive motions that make the tendons in the tunnel aggravated and inflamed. When this happens the tendons swell and thicken taking up more space in the tunnel. The tunnel is not very expandable and as the tendons swell the pressure in the tunnel rises. This then puts pressure back on the tendons and nerve which only worsens the problem. Compression of the median nerve causes it to malfunction which results in the symptoms people experience. The median nerve provides sensation to the thumb, index (pointer) and long fingers. It also stimulates the muscles to the thumb. So when the pressure in the tunnel gets high, symptoms develop that include hand and wrist pain, a burning sensation in the thumb, index and long fingers, numbness in these same fingers, weakness when pinching or holding objects, and electric shocks up and down the arm. People with CTS often awaken from sleep with pain, tingling and numbness.

Anyone who performs repetitive forceful grasping with the hands or bending at the wrist type motions is at potential risk for developing CTS. A variety of occupations require these kinds of motions. CTS is seen in concert pianists, mechanics, assembly line workers, hair dressers and stylists, power equipment operators, jack-hammer operators, keyboard operators (secretaries, TR editors and computer geeks), and pretty much anyone who uses their hands to perform the same tasks over and over again.

If you think about riding and how many times you have to grasp the clutch and brake levers or extend your wrist to twist the throttle during a ride, you can see why CTS might be a problem for riders. I have never actually counted, but reaching for the clutch and brake must happen thousands of times during a ride. Since I spend all of my time concentrating so hard on just keeping my butt on the bike while I ride, I doubt I will ever know. Although no studies have been done to determine if the repetitive motions required to operate a motorcycle can actually cause CTS, there have been reported cases of professional riders that have developed it. I have no doubt that the repetitive clutching, braking and throttling maneuvers used to operate a motorcycle could just as easily irritate the tendons in the tunnel leading to CTS as would any of the motions required for the occupations listed above. Vibration

has also been shown to play a role in the development of CTS and the vibration from the engine into the handlebars is another way riding can lead to CTS.

I am not saying that everyone who rides is going to get CTS but someone who uses their hands repetitively at work and avidly rides (2-3 hours a day) either professionally or recreationally may be at an increased risk.

The diagnosis of CTS is made based on the symptoms someone is experiencing and an examination that helps the doctor determine if the median nerve is being compressed in the tunnel. This exam usually consist of a series of tests that asses your sensation (feeling) and strength in the hand and fingers. Part of


tunnel allowing more space for the nerve and tendons. The surgery can be done either by a small incision in the palm of the hand or by an endoscopic technique using a camera and 3 or 4 nicks in the palm and wrist. Your doctor will fill you in on the details if you would have to have surgery done. The surgery is successful about 95% of the time.

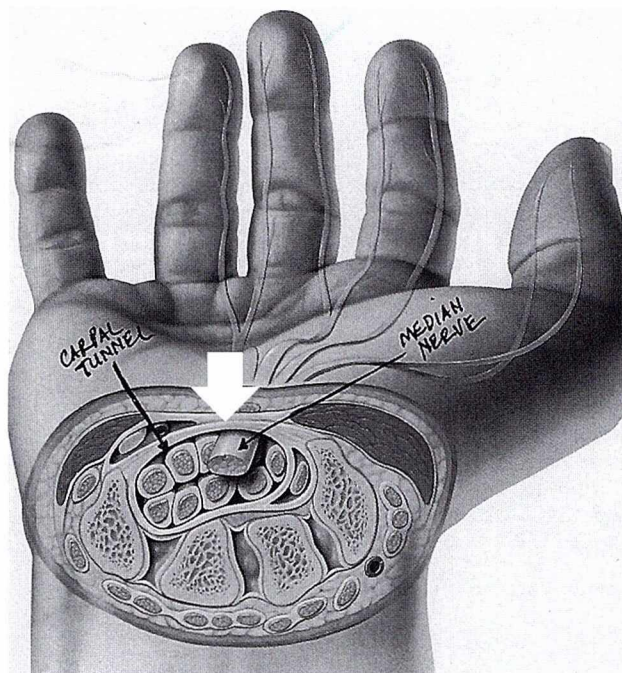
There are certain things I recommend you do to help avoid getting CTS from riding. These recommendations may also help if you already have it and still like to ride. As always it is important to keep the muscles in your forearm as strong and flexible as possible (see TR April 1999 issue page 50 for recommended strengthening and stretching exercises). If you enjoy riding make these exercises part of your regular workouts. Make sure your clutch and brake levers are not too far from the bars. Get a mount that moves them closer to the grips. This will reduce distance that your fingers have to reach to pull them in. Even a small change could make all the difference. Having to reach less each time you use the clutch or brake over the course of a ride can equate into a huge reduction in the amount of tendon use which means less tendon irritation and inflammation.

Make sure your clutch is loose and the cable is well lubricated. The amount of grip strength required to pull in a stiff lever compared to a soft one is much greater. Using short lever handles may not be the best idea for riders concerned about CTS. The short levers use only your index and long fingers to pull, but the standard (long) lever gives you the option of using all the fingers to pull. Since the majority of your grip strength comes from the ring and small fingers, using them to pull the lever gives you more strength and disperses the load between 4, rather than 2 fingers, resulting in less abuse of the weaker fingers. These changes may not seem like much but when you consider how many times these motions are performed over the course of a ride they calculate into substantial differences in how much abuse the tendons take.

Consider getting thicker bar grips. This widens your grip and lets the tendons maintain a more relaxed position. Try adjusting your handlebar height or distance from your body to put your wrists in a more neutral position. If you think you can ride safely with a wrist splint on then go ahead but I think it gives you less control and puts you at risk for a crash and possible injury. The goal of all these recommendations is to decrease how hard the tendons are used to operate the bike, which in turn should decrease the possible swelling and chronic thickening that may contribute to CTS development. These recommendations are also very helpful in reducing arm pump problems.

In conclusion, if you're having any of the symptoms of CTS see an orthopedist sooner rather than later. Not all CTS is caused by repetitive motions and overuse. A thorough evaluation will make sure it's not another cause such as diabetes or a tumor. After reading this article we can all understand why a hair-styling career and motorcycle riding are just not a good combination.

Ride On! 



There's all kinds of things happening in that wrist. If CTS is severe enough, the Median nerve actually gets pinched into an hourglass shape where it goes through the tunnel. The white arrow is pointing to the ligament that gets cut to release the nerve.

the exam will put the wrist in certain provocative positions that increase the pressure in the tunnel which may reproduce the symptoms of CTS. Sometimes the doctor will order a nerve conduction study (electromyography or EMG) to determine if the nerve is passing impulses through the tunnel into the hand. It is not a fun test and uses a lot of needles and electricity, but if the diagnosis is unclear this test can clarify things. If the nerve is compressed the signals are blocked at the wrist and do not reach the hand. This test can determine if and how severe the blockage is.

Patients with mild CTS can often be treated with periods of rest, activity modification, steroid injections into the tunnel, anti-inflammatory medication and wrist splints. If these options are ineffective in relieving symptoms or the CTS is severe enough to cause atrophy of the thumb muscles or complete loss of feeling then surgical release of the ligament is necessary. By cutting the ligament this decompresses the



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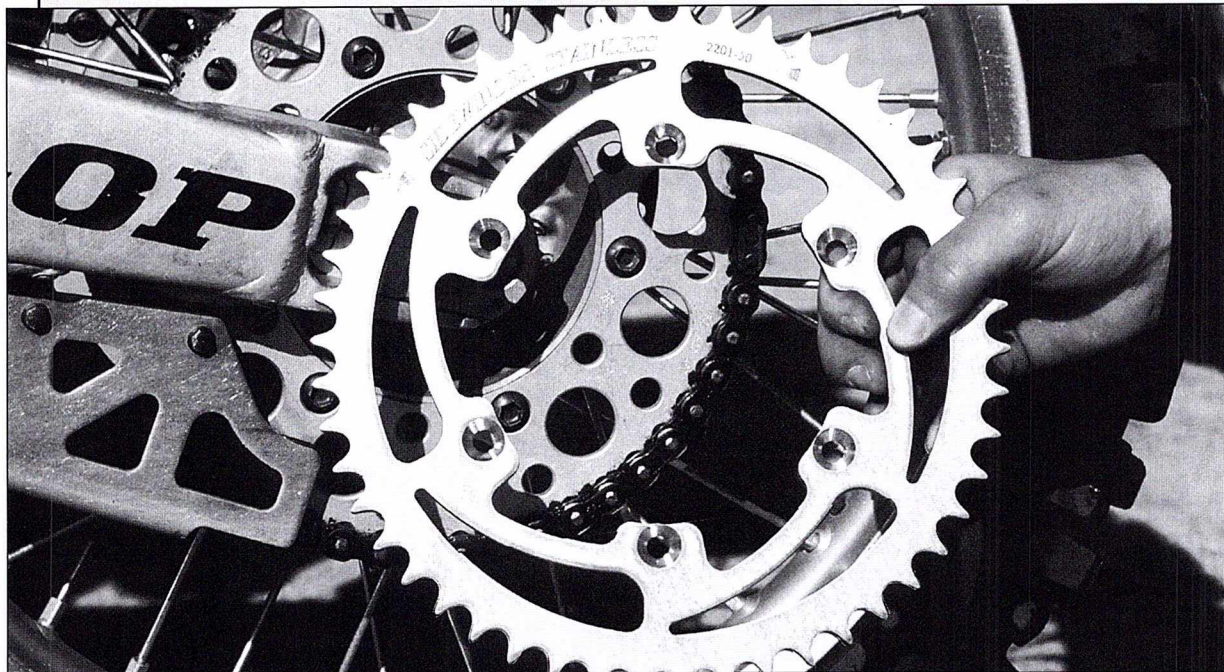
June Issue

Sidewinder



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Dollars or sense: You will never find a stainless steel sprocket on a works bike. Why not? Because it weighs a pound more than an aluminum sprocket. However, those guys aren't paying for their chain and sprockets. You are.

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WHAT DID WE LIKE?

So what's the buzz about? A stainless steel sprocket just keeps on ticking. It doesn't wear out (or at the very least, it wears so well you'll probably sell your bike before you need a new sprocket). Even better, you won't have to replace the sprocket when the chain wears out, because the pitch between the teeth will stay the same indefinitely (unlike an aluminum sprocket). Although a laser-cut stainless steel sprocket costs about \$40 more than an aluminum sprocket, it will wear approximately four times longer. If you race in mud or sand, a steel sprocket can save you money (and mud racers don't have to be weight-conscious because the mud buildup makes small weight gains insignificant).

WHAT DO WE THINK?

This is not a hard-core racing product. It has no place on the rear wheel of a fastidious rider looking for every competitive edge. The \$139.99 Sidewinder SLX-2000 is better suited to riders who don't want to have to buy new sprockets every six months—or six years!

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KTM 400EXC

RACING FOUR-STROKE

KTM eases the bar up another big notch

The first thing we did with our 400EXC test bike is take it out and shoot photos of it. If we don't we'll hammer the bike to shreds and never get any good, clean shots of it. Our first test rider and photo model was Mike Lafferty, who hadn't ridden one before this. He fired it up, got a chuckle out of the electric-start button, and rode off into the woods. We heard him roosting around in the trees for a few minutes, and then he comes back: "Wow! This is incredible! This is a four-stroke? You're not getting this back... I gotta get one of these. Got to!"

A few weeks later he did finally talk his bosses into a four-stroke, and he rode one of the 400 SX Racing Four Strokes in the Tennessee and Kentucky rounds of the GNCC. And loved it. This is a guy who's never ridden a four-stroke before, save a dual sport bike.

Us? We entered the bike in the sandy Curly Fern enduro a couple of weeks later. And the only concession we made was changing the stock Bridgestone rubber in favor of a set of Michelin S12 sand tires. We were all set to ride the bike like we've known how to ride a four-stroke forever: be prepared to plow through the whoopedos rather than skip over them, stay on top of the bike so you don't lose the front end in the sandy turns from all that weight-induced inertia, and on and on. How many times have we done this before? We could handle this bike in the sand, even if it is a four-stroke.

Well, we were wrong. There was nothing there to handle. Riding the 400EXC felt almost exactly like riding a 300EXC with a good, mellow powerband and unbelievable traction. We had no problem fighting the weight in the deep sand, because

there WAS no weight. Honestly, it felt just like a 300EXC. Same width, same height, same handling, and close to the same weight.

The following weekend we trucked the EXC down to the North Carolina GNCC, and rode it in mud and drizzling rain. Same thing. It handled and felt like a two-stroke, only with great traction and power. And that's the whole clincher with this bike: The 400 EXC feels like the lightest full-sized electric start four-stroke we've ever ridden, and it makes all the difference in the world when you're riding it.

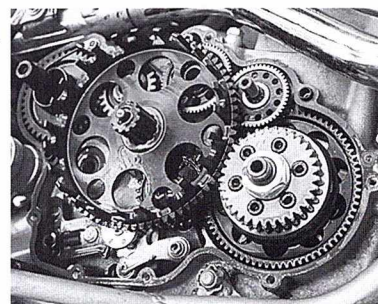
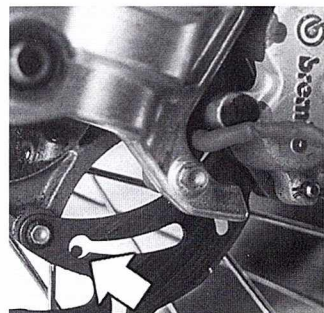
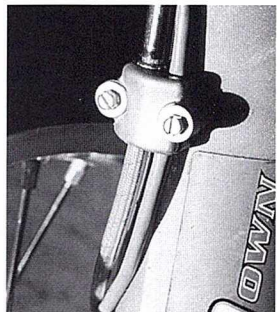
It doesn't weigh in as a featherweight, though. Our incredibly accurate Trail Rider scale registered an honest 273 pounds with a half tank of gas, different handlebars, hand guards, solid rear rotor and stainless steel rear sprocket four teeth bigger. 273 in full riding trim is pretty good, but there's something more at work here. It's pretty obvious that the KTM four-stroke engineers spent a whole lot of time keeping the weight down, for one, and keeping the center of gravity as low as possible. You can't feel any negative effect of excess weight as you ride, even throwing the bike into a muddy, flat turn—it will go where you steer the front end, rather than go where it wants to go.

Bottom line: This is one of the most incredible four-strokes we've ever ridden. It feels as light as a two-stroke, it's as narrow—in some places narrower—than a two-stroke, has great power, excellent suspension, and your chances of getting one are just about nil, at least until the next model year.

Motor Notes

Everybody wants to know if the 400EXC is fast enough. We ask, what does that mean? Fast enough for what? We heard that one of the California magazines said that the Yamaha WR400 was faster. We've ridden both, and the KTM felt faster to us. Either way, the only time you need to be concerned about which bike is faster is when you're lining up to drag race them. The KTM 400 has a typical broad four-stroke powerband, without a huge torque rush at the bottom, like you'd find on the Honda XR600. The KTM is somewhat flat on the bottom, but still with enough grunt to walk you up a nasty hill. Midrange power pulls strong and hard without a solid "hit," and the engine continues to pull all the way to the rev limit.

The closest match to this powerband is the one you get on the Husaberg 400, and that's not surprising because KTM still owns Husaberg. The 'Berg felt flat on the bottom, but it could walk up anything without stalling, sometimes at near zero rpm, and the KTM has the same low-end



From top: The Magic Button. Trick place built into the fork guard to carry the computer sensor wire. Pre-drilled hole in the caliper carrier for the computer sensor, as well as a spot on the disc to epoxy a ceramic magnet (arrow). Very cool new clutch basket, helps make engine 12mm narrower than a 250EXC.



traits. The Husaberg's midrange came on in a rush, almost like a two-stroke "on the pipe" hit, and a lot of guys couldn't handle that part of a Husaberg. The KTM doesn't do this, it's smooth and strong through the midrange. On top end, both will rev to the moon.

The only thing we have a complaint about on the stock bike is the overall gearing. The workshop manual for the EXC400 says it comes with 14/50 gearing, but ours came with 14/48. We swapped the back sprocket after the first ride in favor of a 52-tooth Sidewinder Stainless, since they apparently last forever. Stock gearing was so tall that in a tight South Jersey enduro we were forced down into first gear way too often, when we would have liked to be lugging the engine in second. By gearing down four teeth we weren't giving up much. Our rusty slide rules tell us that with the stock 14/48 gearing the theoretical top speed at 8500 engine rpm was 105 mph and change. By adding four teeth we dropped the top speed down to "only" 97 mph. We're still trying to figure out where in, say, the Berkshire Mudslinger enduro, we would get to actually use 97 mph.

So all this horsepower is spread out over six gears, leaving you plenty of shifting and no lack of the "right" gear for any situation. With the lower gearing first is nice and low, and sixth is still more than enough.

Hand effort required to pull the hydraulic clutch is fairly light, we lightened it up even more by replacing the stock lever with one of Enduro Engineering's needle-bearing levers. They say it reduces clutch pull by 40 percent. We can't vouch for the actual number, but it does make it lighter and easier. EE also offers a braided stainless steel clutch hose for the KTM four-stroke, which they claim is totally bulletproof. It's pretty easy to imagine it's stronger than the stock plastic one, but in defense of stock this hose is tucked in well out of harm's way.

We even took the clutch cover off to check for loose bolts inside, and were marveled by the new clutch basket KTM is using on this bike. It's a one-piece basket



and gear, very narrow and very light. We have to wonder what kind of life this new clutch will give. You know, four-strokes are so hard on their clutches, in general. Randy Hawkins puts as many as three clutches in his WR400 at every enduro, and most four-stroke racers have clutch horror stories to tell you. The major part of the problem is they get hot fast, and if they can't get enough oil fast enough to lubricate and cool them, they heat up and warp, and stop working. Lafferty has two races on his 400SX as this is written, and according to Mike's mechanic the clutch still looks good.

Which brings us to the oiling system. This engine uses two oil pumps, two micro-filters, and two particle screens to keep the oil clean. KTM uses a wet-sump system; in other words all the oil is carried in the bottom end of the engine, the "sump," and none in the frame. The engine only holds 1.25 liters of oil according to the book, but we've never been able to fit more than a quart of oil when we change it. It needs the extra oil when you change all the oil filters. We've been changing the oil and cleaning the two particle screens so far. The manual says after 3 hours of use we should change the filters, and then change them every 15 hours or 100 liters of fuel used. Honestly, we'll probably change the oil after every major ride, or 200 miles, and change the filters a little less often than that—like maybe every third oil change. Common sense is the real rule here. Never let your oil get old and dirty. You can't change it too often, and use the best synthetic motorcycle-specific racing oil you can buy.

Chassis and Suspension

The new Racing Four Stroke line uses WP Upside Down forks again, and we see nothing wrong with that. They're made out of good metal, there's no underhang to catch on rocks and logs, and they have an internal damping cartridge that is easily tuned by practically every suspension tuner in the country. So far, this bike might cost the suspension tuners some business though. Our initial impressions have

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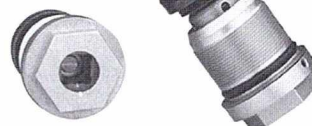
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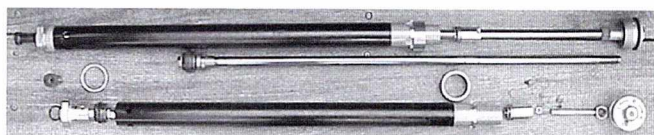
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- **Marzocchi 45 and 50 mm Cartridge Kits**
Replaces internal position damper rods with speed sensitive cartridge rod valving and compression and rebound adjustment to both legs.



been very good. After checking to make sure the oil levels were right in each fork tube, we started riding with the stock settings: 14 clicks out on both compression and rebound. It felt okay in the sand whoopedos at the enduro, but the front end seemed to be snapping back too fast. To compensate, we went in four clicks (ten clicks out) on the rebound and were satisfied with the feel. Later on, we felt that the front end didn't "settle" enough in the turns to suit us, so we reduced the fork compression damping by four clicks (now 18 clicks out). Now, the forks felt great.

Later on, Lafferty looked at our bike again and pointed out that we had installed the forks in the triple clamps with the top of the fork tube flush in the clamps. "If I was running in a real fast hare scrambles, maybe I would run my forks that far down in the clamps," he told us. "For your kind of riding, and especially for enduros, I'd run them six to eight millimeters up in the clamps." He's the champ, so we scooted the forks up in the triple clamps and loved the bike all over again. This changed the way the front end reacted enough that we went up on the compression damping to 16 clicks out, and it felt great, even in the mud, gravel and roots of North Carolina.

For the back end, Tom Moen of KTM's racing team told us the shock spring should be smack in the ball park for our weight (195+/-), so we should set the rear sag to give one inch of static sag—that's with no rider aboard—and leave it like that. He was right, or at least he was close, and it felt fine. We wound up with the

rear rebound damping set two clicks stiffer at 16 out, and with the compression a little lighter at 4 clicks out. It's easy to change any of these setting in a few seconds, so we'll fool with them at every opportunity.

After two races with the bike and a lot of aggressive trail riding, we might be ready to admit that for a 200 pound rider the stock springs may be a bit soft. We may wind up going to the next level stiffer springs with this bike, front and rear, to suit our riding a little better.

Basically, though, the suspension felt good. Something about the way a four-stroke delivers power loads the WP forks in a way that they feel plush and responsive, where on a two-stroke we usually find them somewhat harsh with stock valving. We plan to fiddle with the clickers and get to know these stock forks for a while, before running off to the suspension tuner. If you're even slightly less picky than us, you'll easily like them fine right out of the box. Remember to check the oil level, though. WP is notorious for being real

SPECIFICATIONS

KTM 400 E/XC

| | |
|-------------------------|----------------------------|
| Engine Type: | Liquid-cooled 4-stroke |
| Displacement: | 398cc |
| Bore/Stroke: | 89 X 64mm |
| Transmission: | Six-speed WR |
| Gearing: | 14/48 |
| Chain: | Regina o-ring |
| Tank Capacity: | 9 liters (2.3 gal.) |
| Carburetion: | Keihin MX-FCR39 |
| Ignition: | Kokusan CDI 110w lighting |
| Forks: | WP USD43MA |
| Suspension Travel: | 295mm |
| Front Brake: | Brembo 260mm disc |
| Front Tire: | Bridgestone M77 80/100X21 |
| Rear Suspension: | WP PDS |
| Suspension Travel: | 320mm |
| Rear Brake: | Brembo 220mm disc |
| Rear Tire: | Bridgestone M78 110/100X18 |
| Seat Height: | 925mm |
| Wheelbase: | 1481mm |
| Ground Clearance: | 380mm |
| Claimed Dry Weight: | 247 lbs. |
| Suggested Retail Price: | \$6698 |

sloppy when they fill their forks.

All the Little Things

All of the new Racing Four Strokes come with the new Magura SX tapered handlebars. They look real pretty, but if you cut them down nothing fits, and they don't have a crossbar for your computer. We were setting the bike up for a tight eastern enduro, so we flipped on a pair of '99 KTM handlebar clamps (bolt right on) and our ignorant-narrow high rise Answer Alumilite mini bike bars. Hey, you know what? You use what you're comfortable with. Dick Burleson won his last season of

national enduros using the same handlebars he'd used the year before. Mike Lafferty won't even be seen with us, as long as we have these bars on the bike, but they feel oh so good standing up and they're 28 inches wide with plenty of room for controls. We stick out our tongue at those who scoff.

Shane Watts, another KTM rider, sticks up his nose at handguards, says we don't need them. Yeah, and I try to remember how good broken fingers feel as I type this. We put a set of Enduro Engineering hand guards on the KTM, along with EE's brush deflectors. A great hand guard system. EE even makes clamps for the tapered handlebars, if you're going to use them.

Shifting feels really good on the bike. Not as notchy as KTMs in the past, but still with a fair amount of lever movement to get the job done. You can even find neutral with the engine running, if you try real hard.

Not that finding neutral even matters. As long as that button is under your right thumb, you don't have to worry about anything. There are no neutral lock-outs or anything. Hit the button and the motor spins, even if you're in gear with the clutch out. You can slide out down on your elbow in the roots on the side of a hill, tip the bike back up and hit the button, and be on your way before anybody even knows you stalled it. Wonderful thing, electric start. Once you get used to it, riding without it makes you want to cry.

We're not big fans of the combination start button/kill button. It's a big unit that mounts on the right—where the starter ought to be—but the kill button is built in, and you don't want that on the right. We've also seen the starter switch get twisted up in a crash, compressing the kill button under the end of the throttle cable boot. At this point, you can't start the bike at all until you pry the switch back down. When we get the chance, we're going to remove the stock switch and use a pair of standard kill buttons instead. One under the right thumb to start, and one on the left to stop.

All the new KTMs come with their new "daisy petal" brake rotor design. The rotor is an elaborate shape, based on designs used on trials bikes, and the KTM folks will tell you that they are shaped like that to ensure an edge-to-edge sweep of the brake pad to remove dirt and mud. That may be so, but we see two things wrong with them. One, all those slots and that edge-to-edge sweep just carries more mud right to the pad surface and grinds it past like a deli slicer, and we can't make pads last longer than two races with them. And two, the pad surface still overlaps the outer and inner edge of the rotor, and in really abusive braking situations you can't convince us that high pres-

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Top: This is the first KTM to come with Magura tapered handlebars. Bottom: Editor-type gets his jollies in the mud.

sure on the pads isn't going to make the slicing even worse. Maybe they'll work okay in dry conditions. But in the mud and water of our corner of the country, the only thing that makes sense is a big solid rotor. No slots, no holes, no worries. We can get six or more races out of a set of brake pads with solid rotors. No contest. We installed one of the Mud Racing heavy duty rotors on this bike, and it works great.

When you pull the axles on this KTM, you're going to be tempted to pick them out with your fingernails. We'll tell you right now that it'll hurt if you do. The rear is a fairly tight fit, and it is a bugger to claw out of there. For the front axle, get an Enduro Engineering axle handle. It clamps in slick as a brick and oh so trick, you won't hurt your fingers getting the front axle out. For the rear axle...don't know. Talk Alan at Enduro Engineering into making one for the rear. Either that or keep a piece of wooden dowel around to tap it out far enough until you can grip it.

We're lucky enough to live close to Lindsay Pirie, the carbon fiber wizard who builds things for E-Line Enduro Accessories. Since we were the first on the East Coast to get one of these new four-strokes, we hustled it down to Lindsay, and he made a slick carbon fiber skid plate for it. It bolts on beautiful, and will keep mud from caking on the front of the engine, as well as protecting all those expensive cases. You can get one from Kevin Hines' E-Line.

All of the new KTM Racing Four Strokes have a sight window for determining the oil level and, of course, checking to see if you have oil in it. The cool part is it's right in the return path of the oil flow, so as the bike is running you can watch the oil flow past the window. Not a real exciting thing to watch, we admit, but it confirms the fact that the oil pumps are working.

KTM is getting real liberal with their use of Loctite when they put these bikes together. A number of critical components we checked were slathered with Loctite at the factory, and were nice and tough to get off. The only thing that loosened up on us was the

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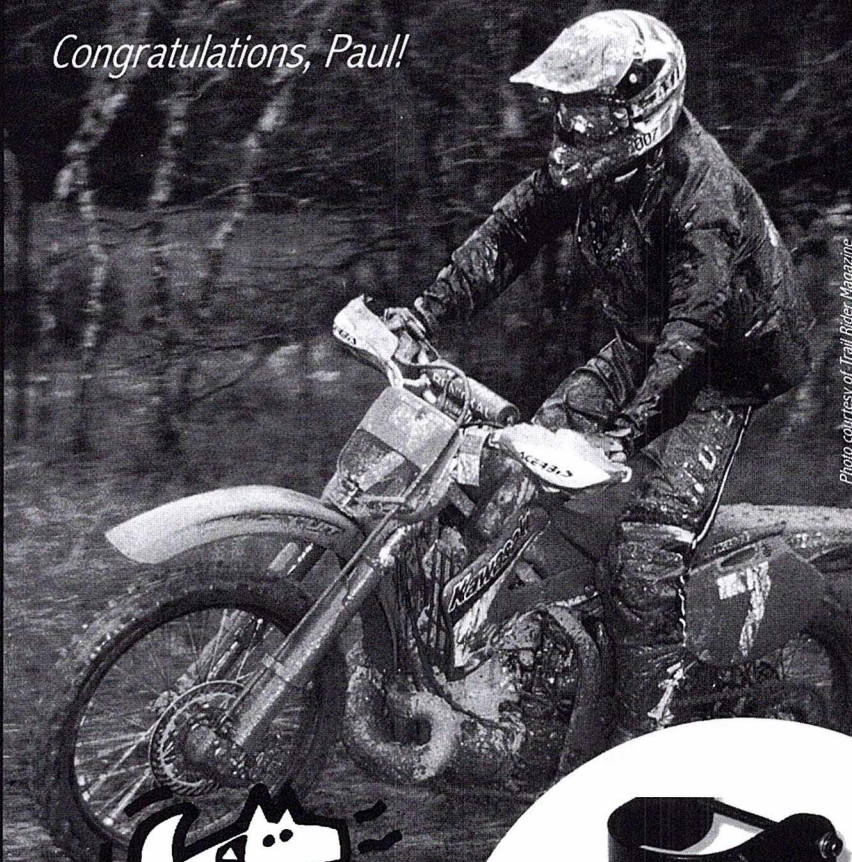


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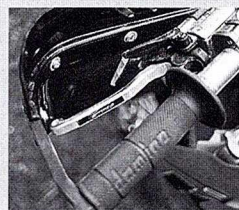


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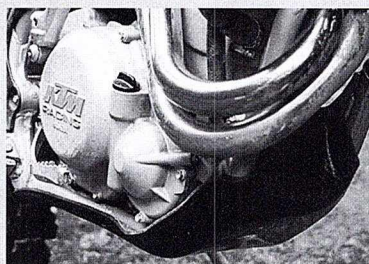



How does the KTM compare to all the other competition out there? Like the name says, it's a Racing Four

We've already had a chance to sample a number of aftermarket parts for the 400, and most of it was one-stop shopping. Enduro Engineering makes a ton of cool stuff for KTM's, including a front axle pull handle and replacement clutch hoses and chain guides that are stronger than stock. We broke off a stock footpeg, and EE's Burly Pegs went right on and will bend from a hard hit, instead of breaking. We also used EE's hand guards and brush deflectors, available with a tapered clamp to fit the stock handlebars, and also their Easy-Full needle bearing clutch lever that makes an easy clutch even easier. We chose a carbon-fiber skid plate from Kevin Hines' E-Line company to protect the engine cases. It's strong and light, and wraps right up against the front of the engine to keep some of the mud out. All good quality stuff, and well recommended.



E-Line's carbon fiber skid plate, below, Enduro Engineering's clutch hose, chain guide, Burly Pegs, clutch lever and hand guards, clockwise from top.



closest to the KTM, as far as suitability to racing goes, but one thing's for sure: the KTM has all of them beat when it comes to overall weight. You know, the KTM is fast, it handles really well, the suspension seems perfect for trails right out of the box, and it is the lightest 400cc electric-start four stroke you can buy. Doesn't seem to be much of a contest, does it? 

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STUMP JUMPER

Another round to Fast Freddy

Round #4, Warren Grove, NJ 4/16

Fred Hoess (Hus) overcame spring rains to win decisively at the ECEA Stump Jumper Enduro, round four in the series. The Husqvarna USA, Dunlop, Answer, Arai, Scott, Spectro, WER, Works Connection, Motion Pro, Pirie Composites, Fredette Racing, FMF sponsored Hoess managed a three point margin of victory over runner-up Jack Lafferty, Jr. (Bromley Suzuki), dropping seven points to Lafferty's ten. "My Husky (Husqvarna WR250) was really well suited to today's course," lauded Hoess. "It was working great and made plenty enough power to motor right through the worst sand boxes."

Hoess won the event in the afternoon, using two p.m. special tests to distance himself from Lafferty, picking up one and two points at checks seven and nine, respectively. Otherwise it was a dead heat between the two top finishers, each matching the other's scores at the remaining checkpoints, three of which were points takers. Craig Shenigo (KTM) continued his hot start this season, turning in an 11 point card to earn a podium finish at third overall.

The host club, MCI, had laid out a 75 mile run for the day, however, their efforts were somewhat hampered by difficulties with traditional sections run through the adjacent Naval bombing range. As a result, some transfer sections had to be rerouted just prior to the event. Morning sections were run in the pygmy pine forest of Coyle Field while afternoon sections meandered their way through the mixed pine and deciduous forest of the South Plains. Unfortunately, some of these sections were the very same trail used a few weeks earlier at the Sandy Lane event, and proved plenty rough after such repeated use.

Weather for this year's run could have been better as cool temperatures and light rains persisted until early afternoon. Eventually skies cleared and the sun came out to boost temperatures nicely, the 50 degree key time temperatures rising into the 70s. Of course by then most riders were coming into the known control and/or loading up their bikes, but at least things were comfortable while waiting around for results to be finalized.

The course contained five points taking sections, in which nearly all riders dropped points. The only exception was Hoess, who managed a zero at check number nine, a check-out to a special test that began without the benefit of a check-in. Club officials advised TR that a check-in was planned for this section, check number eight, however it was later removed due to a course mileage problem. Hoess carded the only ace at the section check-out, perhaps sniffing out this snafu and using it to his best advantage. Mike McHale (KTM) and Bob Solomon (KTM) also benefited, dropping a single digit through the section, and were trailed by a handful of twos earned by front runners Lafferty, Shenigo et. al.

That margin proved more than enough to secure

Hoess his second enduro win of the season, rebounding well after a disappointing finish the week before at the Greenbrier National. Despite his troubles at the national and decision to skip the series opener, the former enduro champ's two first place finishes have landed him smack dab in the middle of the series championship points race at this early juncture. Jack Jr.'s second place finish was his best of the year thus far. The Bromley Suzuki sponsored rider also remains in the championship points hunt, aided by the fact that no rider has stepped up and taken command thus far. However, perhaps the most surprising competitor at this early season litmus test has been Craig Shenigo. Shenigo added a third place finish at Stumpjumper to a group of good rides so far this season, moving him among the series elite competing for the championship.

A trio of 13 point cards vied for High Point A honors. Steve Pfeffer (Kaw) faired best among this crew, as after emergency points were tallied the Woodbury Powersports sponsored KX250

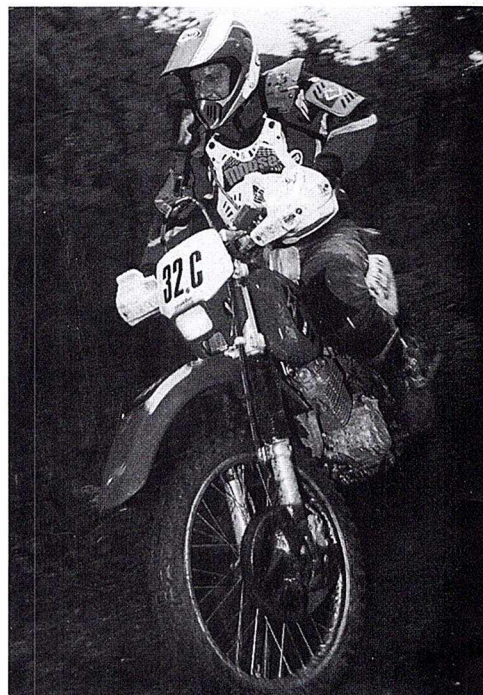


Fred Hoess picked up another overall win at the Stumpjumper enduro. Bottom: Lewis Smith Jr. took the win in the A Four Stroke class.



Jamie Wright was fifth overall, first A 250.

rider claimed the High Point A trophy and the fourth overall slot with a 13/326 score. Filling the fifth and sixth overall seeds and runner-ups to the HPA were Jamie Wright (Yam) and Mike Bradway (Yam) who carded 13/386 and 13/405, respectively. Wright, sponsored by B&B, Moose, C-Cycle and Boyesen, earned a first place prize in the A250 class for his trouble. Riders turning in 14 point cards rounded





Grinding through the wet and the tight: Bill Hess charges through for a first in the B 200 class.

out the top ten overall. Marc Grossman brought his YZ426 home for a seventh place finish, trailed by Mike McHale (KTM) in eighth, Rob Mohn (Kaw) in ninth and Bob Solomon (KTM), tenth.

In lower class action, James Early proved more than a match for the rest of the B field, using a 17 point bonanza to earn the High Point B prize. Kawasaki pilot Early bettered the score of first runner-up Jeff Brown (Kaw) by two points, whose 19 score earned him first place honors in the B Veteran class. B. Converse rode a Husky WR125 to High Point honors in the novice

| | | | | | | | | |
|----------------------------|---------|--|-----------------------|---------|-----------------------|--------|----------------------|---------|
| Stump Jumper Enduro | | | 2. J. Spayde | Hon 37 | 4. E. Aaroe | 32 | 4. E. Koeller | Husq 17 |
| Grand Champion | | | 3. J. Wilson | 40 | 5. R. Strohm | KTM 41 | 5. S. Chapovich | 18 |
| Fred Hoess | Hus 7 | | 4. J. McCauslin | Gas 45 | B 250 | | A Four Stroke | |
| High Point A | | | 5. P. May | 50 | 1. B. Burt | KTM 27 | 1. L. Smith | Hon 14 |
| Steve Pfeffer | Kaw 13 | | C 200 | | 2. M. Melniczuk | KTM 28 | 2. R. Shirk | Yam 16 |
| High Point B | | | 1. C. Bardonner | Yam 38 | 3. P. Cassot | Hon 29 | 3. R. Comber | Yam 19 |
| J. Early | Kaw 17 | | 2. C. Vieni | Kaw 46 | 4. P. Uhlend | Hon 31 | A Heavy | |
| High Point C | | | 3. N. Jones | Hon 49 | 5. J. Palacki | Yam 32 | 1. S. Guers | KTM 18 |
| B. Converse | Hus 30 | | 4. M. Kiernan | TM 60 | B 200 | | 2. C. Tenney | KTM 18 |
| Women | | | 5. M. Sinclair | KTM 62 | 1. W. Hess | Kaw 22 | 3. J. Landvater | KTM 18 |
| 1. P. Blair | Suz 213 | | B Super Senior | | 2. M. Depalma | 23 | 4. M. Beeler | KTM 19 |
| 2. M. Compton | KTM | | 1. J. Lustema | KTM 31 | 3. G. Mamounis | KTM 25 | 5. G. Davies | Yam 19 |
| Masters | | | 2. T. Stibitz | Kaw 153 | 4. C. Bays | Kaw 31 | A 250 | |
| 1. J. Galie | KTM 76 | | B Senior | | 5. D. Ray | KTM 35 | 1. J. Wright | Yam 13 |
| 2. D. Vandriel | KTM 164 | | 1. X. Reynolds | Hon 23 | B125 | | 2. M. Bradway | Yam 13 |
| C Veteran | | | 2. J. Terry | Yam 30 | 1. R. Trout | Yam 22 | 3. B. Russel | Hon 16 |
| 1. R. Miller | Kaw 32 | | 3. J. Chambliss | KTM 34 | 2. J. Cartwright | Hon 26 | 4. M. Tavani | G-G 18 |
| 2. A. Kloda | KTM 59 | | 4. R. Heisler | 35 | 3. S. Brown | Yam 26 | 5. J. Moyer | KTM 20 |
| 3. J. Whitlock | KTM 72 | | 5. C. Nautg | KTM 37 | 4. D. Carper | KTM 27 | A 200 | |
| 4. P. Keefe | Kaw 79 | | B Veteran | | A Super Senior | | 1. R. Mohn | Kaw 14 |
| 5. M. Cerrachio | Kaw 84 | | 1. J. Brown | Kaw 19 | 1. J. Lafferty | KTM 25 | 2. B. Gilbert | Kaw 15 |
| C Four Stroke | | | 2. M. D'Ottavio | 20 | 2. B. Agonis | G-G 26 | 3. J. Johns | Kaw 16 |
| 1. A. Garofano | Hon 38 | | 3. B. Sworen | Kaw 23 | 3. R. Trader | KTM 30 | 4. P. Wright | KTM 18 |
| 2. R. Chapman | Hon 59 | | 4. T. Trendler | Kaw 23 | 4. P. Parlett | Hon 33 | 5. T. Shepps | Kaw 23 |
| 3. G. Christmas | Yam 66 | | 5. X. Hurff | Kaw 27 | 5. R. Tompkins | KTM 33 | A 125 | |
| 4. D. Harbin | Hon 85 | | B Four Stroke | | A Senior | | 1. B. Solomon | KTM 14 |
| 5. P. Whilden | Hon 93 | | 1. M. Perry | Hon 20 | 1. J. Roeske | Kaw 18 | 2. R. Aldokimov | Yam 14 |
| C Heavy | | | 2. M. Schlewets | Hon 26 | 2. W. Fontanazza | Yam 18 | 3. M. Sigety | Yam 15 |
| 1. J. Veres | Suz 56 | | 3. D. McGee | Yam 27 | 3. C. Sullivan | Hon 18 | 4. D. Stoppi | Yam 15 |
| 2. J. Smith | KTM 59 | | 4. P. Wolfe | Hon 36 | 4. D. Compton | KTM 19 | 5. B. Carden | Suz 15 |
| 3. D. Stone | ATK 60 | | 5. J. Booth | Kaw 54 | 5. S. Bromley | KTM 29 | AA | |
| 4. S. Landem | KTM 62 | | B Heavy | | A Veteran | | 1. J. Lafferty Jr. | Suz 10 |
| 5. J. Caudell | KTM 86 | | 1. T. Davis | KTM 26 | 1. J. Gunselman | Yam 14 | 2. C. Shenigo | KTM 11 |
| C 250 | | | 2. J. Ande | KTM 28 | 2. K. Law | KTM 15 | 3. M. Grossman | Yam 14 |
| 1. E. Hutchinson | KTM 36 | | 3. T. Blasskyk | KTM 29 | 3. J. Aiello | KTM 16 | 4. M. McHale | KTM 14 |

class, dropping 30 points in the process. Veteran class rider Richard Miller came in a couple of points behind to earn top honors in that class. Rounding out the day's top finishers, Pat Blair (Suz) topped the

Women's class, earning the win despite dropping a whopping 213 points, while Joe Galie (Yam) won the Masters class competition, finishing with a 76 point card. ↑



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SPRING FLINGS

Pat Timothy gets the early season jump in New England

Lembo Lake

Round 2, Modena, NY 4/29

After several months off since the last hare scramble, it was off to Lembo Lake on April 29th. For the second time in the history, it was actually a really nice day. No frostbite, no rain and the dust was minimal. The event attracted a huge turn out filling the place to full capacity. The club laid out the usual 5.5 mile course weaving the riders in and out of the apple orchards and the woods.

There were a few mudholes but nothing on the course was impassable. The woods were full of rocks but a few of the straight-aways have been used so much that they've become as hard as pavement.

Local favorite Mike Moore, #22, grabbed the holeshot and spent the rest of the day working his way to the back of the pack as Patrick Timothy moved up to the front to set the pace. Timothy held the lead for the entire day taking his first win in what looks like another very promising season.

The trouble with Lembo Lake was that a few riders turned up with impossibly fast lap times, and fair evidence that the course was accidentally cut, confusing the results in a number of key classes. Pat Timothy took the overall win, but second place overall is in dispute as we write this, and many of the individual classes are confused. For now, we'll have to leave it at that, and hope to be able to print the official results when they are finalized.

Hoot Owl Great Race

Round 3, E. Killingly, CT 5/14

With only one weekend off, the NETRA hare scramblers were back to racing, but this time is was on a brand new course.

If there's any place left in Southern New England that's open to dirt bikes, Ken Law will find it. Law and the Hoot Owls put on the first new hare scramble of 2000 in East Killingly, Connecticut. The event was held on a private 100 acre apple orchard owned by Mark and Paul Palazzi. The club laid out a five mile course on only 78 of the 100 acres.

There was a lot of two lane traffic in the woods with only yellow ribbons dividing the course. An estimated one hundred course workers were on hand to keep everything running smoothly.

The Junior event got underway at 9:00 a.m. with the riders running four laps. The course started in a large field, u-turned across the field over a stone wall and into the woods. The ground was extremely rocky with lots of black mud and hills. Ruts began to form everywhere. Junior rider, Scott DeCosta ripped around the course on his Suzuki taking the overall in one hour ten minutes. Tim Langenback took second place finishing back seven minutes.

Thirty six riders took off from the start but only seven of them completed all four laps. The minis were having the most trouble getting around with many of

them getting stuck on every hill. Matt Forrest was the first mini rider across the finish line, completing only three laps but still taking first place in his class. Aaron Koehler and Grant Swanson were the only other two mini riders to complete three laps, earning themselves second and third place respectively.

It took over two hours to clear all the riders from the course, which prompted the club to shorten the Novice event from five laps to four. I don't think many riders would have minded the race being cut to THREE laps, especially after they encountered the first hill where most of them got stuck in a huge pile up.

After 1 1/2 hours of trudging through bikes, mud, rocks and more mud, Josh Daignault crossed the finish line taking the Novice High Point.

By the time the Expert and Amateur event got under way the course was well broken in, so to speak. Thirteen AA riders were lined up on the front row, Patrick Timothy, Tom Norton, Chris Panzella, Brian

Lawson with a few new faces, including enduro champion Hans Neff and GNCC rider Dave Gunn.

When the flag was dropped it was Ronnie's Cycles' Lawson and RER, C-Cycle, Spectro, Arai, Answer, Pirelli-backed Timothy right off the line. Lawson was on the outside and went too wide. Timothy tucked in tight on the inside and grabbed the holeshot with Lawson, Dennis Decker, Bob Santheson and Nathan Kanney falling in behind.

"I knew I had to get the holeshot today," said Timothy. "I was pretty focused to get it and I nailed it. I knew it was going to be slippery and I had to have a real good first lap and put some time on these guys."

By the end of the first lap Timothy had put almost thirty seconds on second place Lawson. Third place was now held by Valley Motorsports, ARTCO, Dunlop, Yamaha, Regina, MSR's Tom Norton down only seconds from Lawson.

"I had my usual midpack start," said Norton. "But when we came to the first big hill I passed four riders



Lembo is a combination of wide-open apple orchards and rocky, slimy woods. The orchards are everyone's favorite, and they're either dusty or they look like this. You won't get stuck, but you'll definitely get muddy.

right away. The hill must have been twenty feet wide. At the top you had to take a quick u-turn to the left. They all took the same line that brought them all the way to the top of the hill, I took the closer line and cut in ahead of all of them."

Santheson moved up to fourth place with Decker in fifth. Factory Connection, RER, Smith, Tsubaki-backed Panzella, who had a dead last start was now in the sixth place position.

Not half way into the second lap, the leaders started to encounter lappers. The hills became a complete battle field. "I had three riders crash into me on the second, third and fourth laps," said Panzella, "All on different hills. They'd just shoot right from out the



Matt Forrest took first place Mini at the Hoot Owl.



Pat Timothy heads for the finish line at Hoot Owl. Timothy picked up two wins in a row so far, and currently leads in unofficial points.

woods across the hills and t-bone right into you. You'd have to go back down the hill and try it again."

This was the story for most of the front runners for the next few laps, causing riders to continually lose positions. Much to the advantage of Timothy, who was just pointing and pinning it up every hill hoping there was an open hole in the middle of all the riders.

"I got stuck on one hill on the second lap and had to push it over the top," said Timothy. "I hadn't seen any other AA rider up to this point but by the time I got over the top, I could hear Decker behind me."

Timothy came around at the end of the second lap with just 8 seconds on Decker. Lawson was now in third, down another forty seconds, with Norton right on his rear wheel. The two riders came around to the final hill just before the barrels and it was strewn with riders. Lawson took the line up the middle and immediately got taken down. Norton went wide to the left and rode right by, rolling over the stone wall before the barrels and into third place. Lawson managed to get his bike untangled only to go another 20 feet and get hung up with another pack of riders. By this time, Panzella was right there. Panzella also took the outside line cruising over the top and into fourth place with Lawson coming around in fifth.

The track continued to deteriorate as the race progressed making for one of the toughest and most technical races in a long time. The only rest the riders got was the small eighth-mile track through the apple orchard. Then it was back into the woods.

"I got lucky up to the fifth lap. I was able to ride around most pileups, but on the fifth lap my luck just ran out," said Norton. "I got knocked down, turned around and stuck five times on that lap. Once I drove over a sapling thinking 'oh, that's nothing I'll just go right over it.' The thing picked me right up off my bike by the seat of my pants. Here I am sitting on a little tree and my



Tom Norton is spending the early part of this season fighting bad luck. He finished second at the Hoot, and DNF'd Lembo Lake.

bike is ghosting down the trail without me. I lost so much time on that lap."

By the end of the fifth lap, Timothy had increased his lead to three minutes over Norton. Panzella was back another forty seconds in third place with Bob Santheson, Decker and Dave Gunn battling it out for fifth place. Timothy went out for the final two laps, making no mistakes and just holding onto the lead.



Lembo Lake is also known for rocks. All the rocks in the woods are the ones missing from the apple orchards. Jerry Madore climbs over a wall on his way back to the orchards.



The woods were almost rock-free and open at the Hoot Owl's new course. Steve Formanek Jr. picks his way through the saplings.

Hoot Owl Hare Scramble

Class Results

Patrick Timothy KTM

Overall Champion

Kris Mooney KTM

A High Point

Reginald Stevenson KTM

B High Point

Josh Daignault Yam

C High Point

AA

1. Patrick Timothy KTM

2. Thomas Norton Yam

3. Chris Panzella KTM

4. Hans Neff KTM

5. Brian Lawson Yam

Mini

1. Matt Forrest Kaw

2. Aaron Koehler Kaw

3. Grant Swanson Hon

4. Alden Clark Suz

Junior

1. Scott DeCosta Suz

2. Tim Langenback Suz

3. Patrick Corcoran Yam

4. Gregg Hamel KTM

5. Josh Johnson Hon

Women

1. Dawn Silvia Kaw

2. Susan LaFlamme Kaw

Novice 200

1. Nick Palazzi Kaw

2. Scott Nevtrath Kaw

3. Kevin Bell KTM

4. Mark Marshall Kaw

5. Chris Walsh KTM

Novice Open

1. Mark Richo Hus

2. Bill Kelly KTM

3. Al Whaples Hus

4. Brian Robarge Hon

Novice Four Stroke

1. Mike Marvin Hon

2. Paul Phillips Hon

3. Jason Ainsworth Suz

Novice Senior

1. Thomas Roderique Kaw

2. Paul Caoutte Kaw

3. Miles Briggs KTM

Novice Vet

1. Jeff Richardson KTM

2. Michael Litwin Kaw

3. Edward Carson, Jr. Hon

4. Richard Zeleznik Kaw

5. Greg Moody Yam

Novice 125

1. Caleb Kanney Suz

2. Jamie Sorel Suz

3. Tim Sims Yam

4. Mark Makuch Hon

5. Charlie Delaura Suz

Novice 250

1. Josh Daignault Yam

2. Josh Brown Hon

3. Justin MacBurnie Kaw

4. Kurt Kavanagh Hon

5. Steve Slater Hon

Amateur 250

1. Reggie Stevenson KTM

2. George Jordan KTM

3. Cody Hallett Hon

4. Edward Barter Yam

5. Michael Coleman Hon

Amateur 200

1. Dan Young KTM

2. Jarrad Ings Hon

3. Joe Kruzewski Yam

4. Evan Chochrek Hon

5. Stephen Allegrezza Yam

Amateur Open

1. Doug Cutler Kaw

2. Craig Kuzia, Jr. Hus

Amateur Four Stroke

1. Jim Green Suz

2. Robert Hesser Hon

3. John Morrison Hon

Amateur Vet

1. James St. Laurent KTM

2. David Bonsall Kaw

3. Doug Fox Hon

4. John Frayne Yam

5. Wade Rahmlow Hus

Amateur Senior

1. Paul Mancini KTM

2. Doug Simone KTM

3. David Kanney KTM

Expert 200

1. Neil Dennett KTM

2. Todd Sandheson Hon

3. Keith Callahan KTM

4. Robert Langengack Suz

5. Jason Watkins KTM

Expert Vet

1. David Dzenutis Hon

2. Mark White Suz

3. Ken Held KTM

4. Paul Courville Yam

Expert 250

1. Kris Mooney KTM

2. Jim Edmonds Yam

3. Jeff Staples Hon

4. Josh Hackett Hon

5. Chris Cramer Kaw

Expert Open

1. Austin Jalbert CRE

2. Douglas Miller Hon

3. Tony Geraci KTM

Expert Four Stroke

1. Greg Corbin Hbg

Expert Senior

1. Peter James Kaw

2. Steve Formanek Yam

I just couldn't do it," shrugged Panzella. "I went hard on that last lap but I just ran into bad luck. A branch hit me in the face at one point and actually pulled my goggles off my helmet and turned them sideways and pulled the lens out of the goggles. It was right before one of those nasty downhill and I had to go down with one eye closed so I wouldn't see two of everything."

Forth place was taken over on the final lap by Hans Neff with Lawson working his way back up from 9th to take fifth place overall for the day.

The Expert class High Point went to Ronnie's Cycle, Tech Tubes' Chris Mooney. Mooney spent most of his day looking at the rear fenders of Jim Edmonds and Jeff Staples. Mooney finally found the right lines on the six lap and was able to pass both Edmonds and Staples. By the end of the race he had put four minutes on Edmonds to take the class High Point and ninth place overall. Expert 200 class rider Neil Dennett was the second Expert rider across the line, taking first place in the 200 class and tenth place overall. Jim Edmonds was the only other Expert rider to complete all seven laps, taking home the first place trophy in the Expert 250 class.

In the Amateur race, it was Reggie Stevenson taking the class High Point and finishing a very respectable 20th overall. Paul Mancini took first place in the Amateur Senior class with Doug Simone taking second. Five Amateur Senior riders completed four laps, twice as many laps as any rider in the Expert Senior Class. Competition in the over forty field is starting to heat up.

The Hoot Owls would like to thank all the sponsors who helped support this event and special thanks from everyone to the land owners for allowing us to use their property. ↑

Norton gave it all he had on the final lap, matching Timothy's lap time but unable to close the gap.

"My bike was working perfect today and I was feeling good," stated Timothy after the race. "I knew Norton was the one to beat today and I tried to put time on him in the beginning. Then I just took it easy the rest of the day. The only problems I had were the

hills where everyone was stuck. I just picked my way around them. I did get stuck on one hill and a couple of the Hoot Owls had to pull me up."

Timothy took his second win for the season, with four minutes on second place Norton. Panzella took third place down another minute.

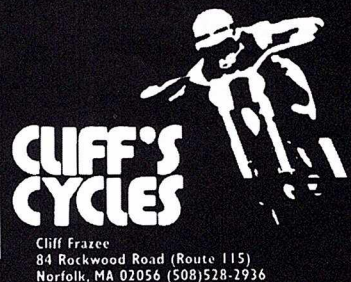
"I tried catching Tommy (Norton) on the last lap and

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TWO FOR THE

Blackwell wins his first, Watts wins on another new bike

Kentucky GNCC

Round 6, Sparta, KY 4/30

We all went into Kentucky with a lot of curious anticipation. This was the second new venue of the year, the first being North Carolina and a course that was mud-soaked to the extreme. With Kentucky it'd be later in the season and potentially a little drier, although you can always count on rain in the spring. My anticipation was especially keen, since I was going to get to ride Shane Watts' 200MXC in the morning race. Honestly, it wasn't because of the bike, although riding with a big #4 and red backgrounds was sure to turn heads. Truth is, his bikes are totally stock—painfully stock. My 200 has a much trickier suspension than his, but that's because I need it. He doesn't. He could ride a Lambretta scooter and finish in the top ten. No, my anticipation was entirely visceral: I was going to get to ride, instead of watch. That's a great thing, you know.

Unfortunately, Watts was following his own time schedule. I saw him the day before, Saturday afternoon at the tail end of the ATV race, and he looked particularly ragged. He expressed concern that the morning race started at ten o'clock, since he had all intention of sleeping until at least then. "I'll tell you what, mate," he finally announced after some deliberation, "You just have your shit together at quarter 'til, and I'll be here with your bike."

I wish I could duplicate the accent, because the story would be better with his Victorian/Australian drawl. At any rate, I heard later that the reason he looked grim was he had been sleeping all day, up until I saw him, after an all nighter of drink and debauchery with the mechanic of a famous four-stroke riding ex-GNCC champion. The boys had stayed out a bit late, and came in with the sun that morning.

Small wonder he was so concerned about sleep. He's the Babe Ruth of GNCC!

At any rate, you may have guessed the end of the story. I was waiting in my riding gear, listening to the national anthem being played on the starting line when Watts finally pulled in. Too late to put handguards on, and I raced over to the start to see the fourth row take off, while my class starts on the first row. Oh well.

So I trail rode the course for a few laps, and found out something interesting: The brand-new course that looked so simple, and that held up so well during the ATV race, was all off-camber. What a diabolical trail! If you gassed it in the wrong spot, your back end just slid down the hill. I rode around for a bit, looking for Charlie Williams, who was somewhere riding his TM, and finally decided to jump in behind my friend Heidi, who was having a somewhat miserable day. She's a good rider, but this day she rode like she was nursing bruises, and lo she was. She wound up pulling a second, which preserved her points lead in the Women's class, but didn't put her any further out front. I haven't met her main competition yet, Jennifer Shultz, but I hope to soon. Jennifer must be a really good rider; I know Heidi sometimes rides as fast as I want to go. I did meet Bonnie Hamrick, the third place girl in the class. Bonnie's just 16, with a shock of blonde hair and ready smile, and her family works with the Racer Production crew. Bonnie's mother sometimes tries to keep me in line, but she's not having much success.

Anyhow, the real story is that Wattsy showed up at the event with an electric-start KTM 400 EXC, and I know there were a few people at the race snickering into their sleeves thinking "He's never going to win on that street bike!" Well you know, that would have been a bad thing to take a bet on. He never even kick-started it on the line. "Are you kidding, mate?" he said beforehand, "I've been button-starting this 400 for a couple of days now, and I don't ever want to kick start a bike again!"



RECORD BOOKS

He had the same luck I seem to have starting with a button-start bike. I can't do it, at least not a get a good start. Buttons are easy, but on a starting line they're slow compared to a sharp kick, and Watts didn't do much better. "I thought the button would give me the holeshot for once, but as usual I screwed it up once again. I gave it too much gas on the line and flooded it, certainly not the bike's fault. Got my usual lousy start."

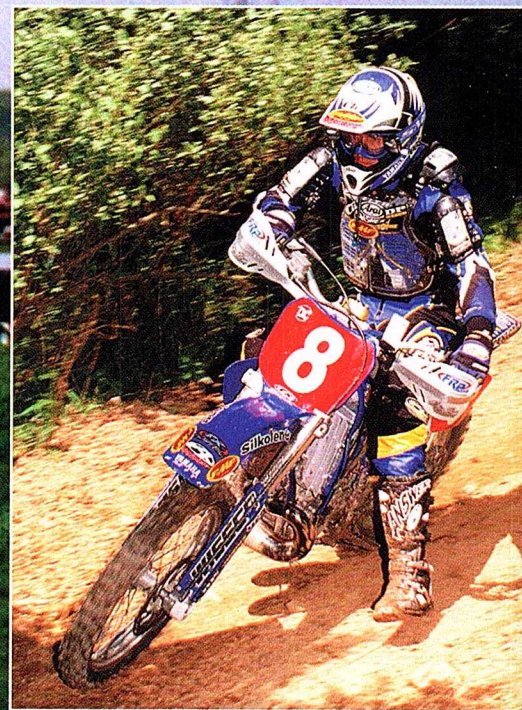
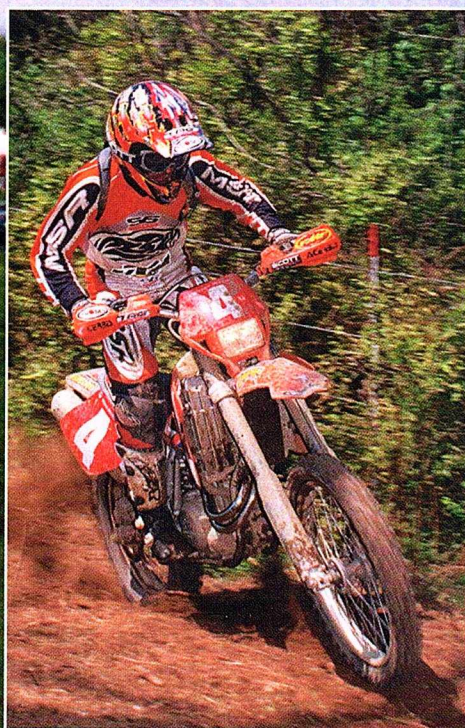
It didn't matter. Watts went into the woods way back in the pack, and emerged out the other side 20 minutes later in the lead. One non-believer sitting at the starting line said "He does so good because he cheats!" At which point Charlie said, "He's going too fast to cheat, are you kidding?" And it's true, everybody in the woods got the sad chance to actually watch him go by, and he did it quickly. The KTM, MSR, Suomy Helmets, Scott Goggles, Michelin, FMF rider fell twice during the race, on the next to last lap dropping as far back as seventh, and just reeled his way back to the lead, getting by Doug Blackwell at the last little section of woods, and racing that thumper right into the win. He's the miracle man—he'd only ever ridden the bike briefly the week before, and it's dead stock. He is the reincarnation of Babe Ruth. Hangover and all he rides an electric-start bike into the record books.

Blackwell, who we once said was a nice guy, is actually a mean-spirited, nasty maniac, hell-bent on ruling the earth on his Yamaha. He led the race for a while, looking better than he ever has in a GNCC, but he came up eight seconds short at the end. Behind him at the finish was Fred Andrews, who has been fighting miserable luck this year, and was satisfied with third, although he would have preferred to get his Kawasaki to the finish line first.

It really was one of the most exciting races so far this year, with the lead changing on practically every lap. Mike Kiedrowski led for a while on the Suzuki DRZ (the other electric-start bike in the Pro class), but got kicked back when he had to stop for fuel. Paul Edmondson (Kaw) led for a while, but he twisted his thumb badly on the last lap, and dropped way back, ultimately going back to England to have his



Paul Edmondson (7) and Doug Blackwell go wheel to wheel in Kentucky. Below: Blackwell finished second in Kentucky, then pulled his first GNCC win in West Virginia. Shane Watts won on a 400EXC in Kentucky, but couldn't get into the lead group at all in West Virginia. Background photo: Sparta, Kentucky.





Former NETRA hare scrambles champion Josh McLevy is healthy and strong again, and his finishes are improving quickly. Watch this guy!

PA, the week before, and he had it all together. "I've had some good rides on and off, but a lot of it is in my head, just having confidence and believing I can run with these guys," said Blackwell. "Since the beginning of the year I've tried to really put my head down and concentrate and believe in myself." Doug, sponsored by Yamaha, Answer, Smith, Dunlop, FMF, IMS, CTI Sprockets, Arai Helmets, DP Brakes, Silkolene, Factory FX, Tech Tubes, VP Race Fuels and Scott's Performance must believe it's true now, this is the first

time he ever won the overall at a GNCC, and it looks like he has a few more wins in him.

Putting the pressure on Doug all day was Rodney Smith, and it was good to see Rodney up front after all the trouble he's had with injuries. "It's a lot better," he told us before the race, "I've been working on it and I'm a lot stronger, not 100 percent, but a whole lot better than it was." Rodney spent a lot of time dueling back and forth with Doug, and he actually led for a short time. The rest of the time he was trying to hold off his Suzuki teammate Steve Hatch, who was chasing hard right behind him. Smith and Hatch were actually swapping positions quite a bit, and if they weren't on the same team they would have probably taken each other out.

Kawasaki's Fred Andrews rode a strong and steady race, staying out of trouble the entire time and finishing a safe fourth overall. Andrews has had an incredible streak of bad luck this season, from running out of fuel to seizing his engine to injuring himself, and is certainly grateful to at least finish in the points. Barry Hawk, another local favorite, only making his reputation in the past on a four-wheeler in the series, took the lead briefly on his factory Yamaha, but fell back down to fifth by the end.

A strong group of riders filled out the top ten, with Scott Summers, always the crowd favorite, thumping home with a sixth place. Summers worked his way up from a bad start, only fifteenth on the first lap, but he seems to have found a soul mate on the new XR650R. Eighth position went to KTM's Josh McLevy, who has been fighting off all manner of gremlins for the past two years. "Basically, I found out I was over-training, and dehydrated all the time," Josh admitted. "Now I'm not doing a darn thing for training, and I'm having a great time and my finishes are improving!" It must be working, McLevy set the fastest time on the second



Chuck Woodford is pretty much demolishing the 250A class, and usually finishing in the top ten. Watch this guy too.

lap. I know he was scaring us for a while there, collapsing and hurling in the middle of the races, but maybe he finally got that all behind him and move forward now. Filling out the top ten was Suzuki rider Jim Jarrett just a few seconds behind Hawkins.

The only really scary part at the Wilderness race was Scott Plessinger getting flung off the high side of his KTM and smacking a tree. He earned himself a trip to the hospital in the ambulance, where they said his chest protector probably saved him from a really serious injury. He got away with a broken shoulder or col-



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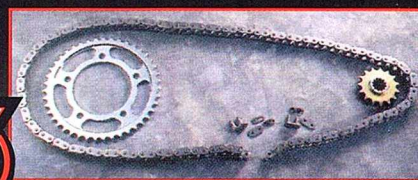
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True to his riding number, Barry Hawk finished fifth in both races. He holds the #1 plate for GNCC ATV.

larbone, and a lot of big bruises.

Next month we're heading for the Boyers GNCC, and may be able to get the Brownsville race in before next issue closes. After Brownsville the series takes a much-needed break for the summer, seven weeks off. If everything goes to plan at Boyers, race announcer

Wilderness GNCC

Class Results

Pro

1. Doug Blackwell YAM
2. Rodney Smith SUZ
3. Steve Hatch SUZ
4. Fred Andrews KAW
5. Barry E Hawk Jr YAM
6. Scott Summers HON
7. Shane Watts KTM
8. Joshua McLevy KTM
9. Randy Hawkins YAM
10. Jim Jarrett SUZ

Open A

1. Jeff Murgel YAM
2. Jeff Fischer YAM
3. Mike Monroe HUS
4. Matthew Spigelmyer KTM
5. Jeremy Berwanger KTM

250 A

1. Chuck Woodford KAW
2. Andy Shea KTM
3. Aaron Kopp SUZ
4. Bill Atkinson KTM
5. Ryan Rodgers KAW

200 A

1. Benny Leonard KTM
2. Dustin Gibson YAM
3. Joshua Knapp KAW
4. Chris Gallt KAW
5. John Rentschler KTM

Four-Stroke A

1. Ronnie Burnfield SUZ
2. Harvey Whitaker KAW
3. Vance Earl SUZ
4. Darius Lattea YAM
5. Ronald Johnson HON

Vet A

1. Tony Taraborrelli YAM

2. David Bittner

3. Mark Guy

4. Wyles Griffith

5. Patrick Flynn

Senior A

1. Tim Shephard

2. Keith Rodgers

3. John Kealey

4. Troy Schlereth

5. Barry Crone

Open B

1. David Wolfe

2. Chad Jarvis

3. Benjamin Williams

4. Kris Aldridge

5. Leonard Mesina

250 B

1. Ryan Wuebbeling

2. Gary Fridley

3. John Shaffer

4. Blair Jackson

5. Brian Noffz

200 B

1. Robert Stock

2. Justin Fluhrty

3. Scott Watkins

4. Anthony Glasso

5. Chad Tallman

Four Stroke B

1. Bryan Muscavitch

2. Timmy Luckadoo

3. Jeffrey Hively

4. Michael Blackhurst

5. Lanny Zeunges

Vet B

1. Michael Postlewaite

2. David Powell

3. Todd Temple

4. Thomas Derby

HON

YAM

KTM

KAW

YAM

KAW

HON

HON

YAM

HON

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KTM

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YAM

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SAND MASTER

Trying out a premium sand and mud tire

What do you get when you pay more money for a particular brand of tire? Two things: You get a tire that works best for a specific purpose, and, by our experience, you get a tire that lasts longer.

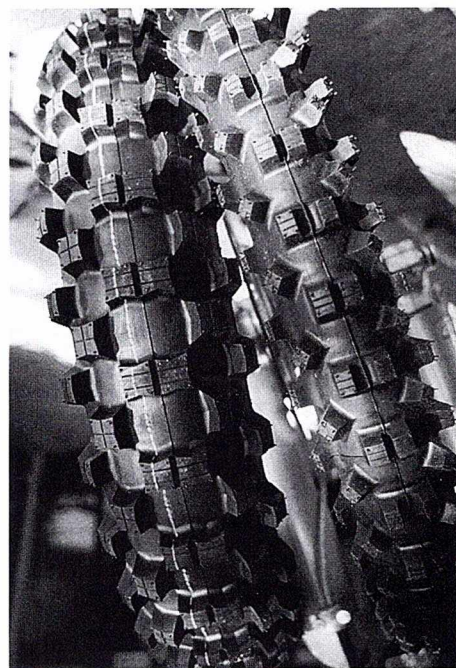
Why don't we just name names and get it over with? Dunlop is one of our favorite tire companies. They make a great purpose-specific line of tires at a great price. You can get a Dunlop downright cheap, and it'll work great for what you want to do—there are few rock tires, for example, that do a better job than the Dunlop 739. However, the trade-off you get for that good price is that you're not going to get really long wear out of that Dunlop. For traction and control, it's a great tire, but some racers only use them for one race, and really hammering a 739 for more than two hard races is definitely pushing it.

Trelleborg was a great example of a premium tire. Unfortunately Trelleborg, primarily a molec-

ular rubber company in Sweden, doesn't make tires any more. It's a shame, because they had just developed the Mega Grip 994, which is a fantastic rock tire, something they never really had before. Since the disappearance of Trelleborg we've been investigating the premium tire situation, and in our research have tested a tire that really has impressed us.

The Michelin Cross 12 is a series of three tire types, each optimized for a certain range of terrain. Since it was early in the season we were looking for a soft terrain, mud and sand tire, and our contacts at Michelin suggested we try the S12, sized to fit one of the four-strokes we had available. We're glad they suggested it, because we learned something new and very positive: This is a great tire!

Quality rubber and wide-open knobs for fast mud clearing are two obvious features of the S12.



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Our original impression of Michelin dirt bike tires came from the OEM tires on KTMs and Huskys in the past few years. Some worked, and some—specifically the Michelin DOT-approved dual sport tires—were rather disappointing in an off-road only, competition environment. Yes, we know that dual sport tires are never going to work perfectly in the dirt, but you know how any kind of initial impression might sour your view of a brand. In contrast, the S12 mud and sand tires we tested really were just about perfect for our use. They have just the right amount of “float” for aggressive sand riding, yet enough grip to get hold of wet rocks in the mud. They have a very open tread pattern that sheds mud quickly, but the knobs are also bolstered enough to resist bad squirming in the occasional length of hard-surfaced terrain, and also helps keep the knobs attached if you really start abusing the tire.

Best of all, the Michelin S12 uses a new kind of high-tech casing that bounces less than a standard tire casing, which means the tire spends more time following the ground and not fighting the suspension. The combination of the tread pattern, casing technology and rubber compound in this tire blend to make you feel really hooked up with the ground. Like we said, they worked great in sand, with plenty of float and almost no “walking out” on a flat sandy turn. In the mud, they would slide like any tire, but the front seemed to grip better than most and both the front and the back shed mud like water off a



The side knobs wrap a long way around the carcass for excellent holding power in turns.

duck's back. And, if there was any traction available at all, the S12 grabbed hold and used it.

Now, since we've put the S12 on the bike, we've

also ridden in dry and rocky conditions, to see what we could get away with. To our delight, we found out that the S12 doesn't “squirm” on hard surfaces as badly as a typical mud tire. Trelleborg had a soft terrain tire that worked great, but if you took it onto the rocks or hard pack it would actually scare you it would squirm around so much. We commented about this to a couple of racers, and they reacted like we were giving away one of their secrets. “It's an awesome tire!” declared Mike Lafferty. Shane Watts told us, “I've used Michelins for years, and the S12 is really starting to be my first choice for any conditions.”

We're impressed. Three races and two days of trail riding and this tire still looks good, and best of all the carcass still feels strong. There's still life left in them, even as we write this, but there's no doubt that our rock usage has scuffed them down quite a bit. Hey, soft terrain tires are made with a soft rubber compound. If you use them in the rocks they're going to wear faster.

We'd estimate two or three more local rides before these tires start getting wishy washy, and that's pretty good for a dirt bike tire in our book. Michelin also has an M12 tire for intermediate terrain, and an H12 for hard pack. We haven't tried either of them yet, but if they're at least as good as the S12 we'll bet they work great. Michelin tires are increasing in popularity, so your dealer is likely to have them in stock. Ask about them, or call Michelin's distributor Motorace for availability, at 800-628-4040. ↑

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BEAR VALLEY

Yamaha blue, that is....

Good Spring, PA 5/7

Defending National Hare Scrambles champion Doug Blackwell (Yam) came north to earn a hard fought victory over a formidable field of national off-road stars and local east coast talent, his first series win of the 2000 season. The Yamaha USA, Answer, Smith, Dunlop, Tsubaki, Silkolene, DP Brakes, Wiseco, Factory FX Graphics-sponsored rider got the holeshot, and after some first lap dicing with Fred Hoess (Hus), pulled away from the field and cruised to victory, completing the requisite six laps two minutes quicker than runner-up Patrick Garrahan (KTM). "I rode my own race," said a tired, but jubilant Blackwell after the race, "my Yamaha is working great."

Prior to the race Blackwell thought that his chances were decent, a premonition he fought hard to make good on. "I won this race two years ago (last time it was a national-ed.)," he recounted. "I generally like a technical track, although I don't really consider myself a rock specialist." Hailing from West Virginia, certainly he's no stranger to rocks, and surely the rock-studded RORR course did test the will and mettle of all riders.

The RORR hare scramble is run in an abandoned coal mine, a narrow valley bordered on two sides by

rough, rocky and densely foliated slopes. Weather conditions for the day were sunny, hot and humid, with temperatures near 90 degrees. During the course of the race, many of the more open sections of the track, especially the start area, suffered heavily from churned dust, much of it blackened from mining operations. These conditions took their toll on many riders, most notable among them ISDE hero Chris Smith and pre-race favorite Shane Watts (KTM), who retired after one lap with a stove-in pipe and dashed spirits. Watts' explanation: "This isn't my type of ter-

rain," and "today's weather is better suited for the beach."

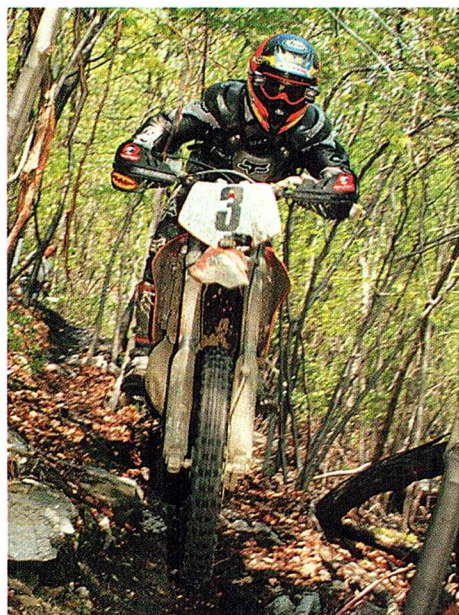
For Blackwell, despite leading the race for five of six laps and the final margin of victory, it was hardly easy. The factory Yamaha rider endured a knife-fight of a first lap, Blackwell and Hoess trading the lead several times while setting a blistering pace, rolling into the barrels separated by a mere second. Behind the lead pair, defending NETRA hare scrambles champion Pat



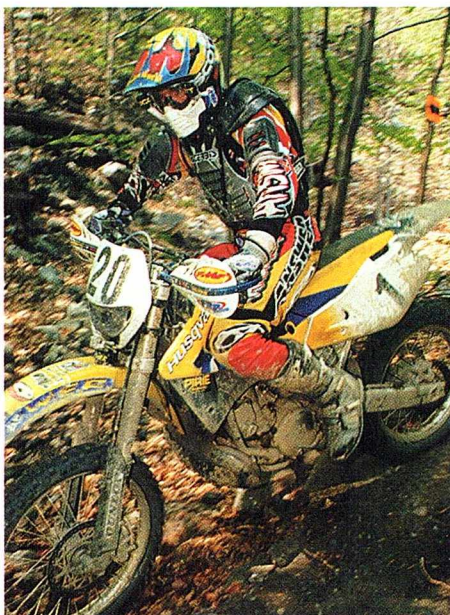
It was Doug Blackwell's day at Good Spring, leading five of the six laps and finishing on top, preserving his points lead in the series.



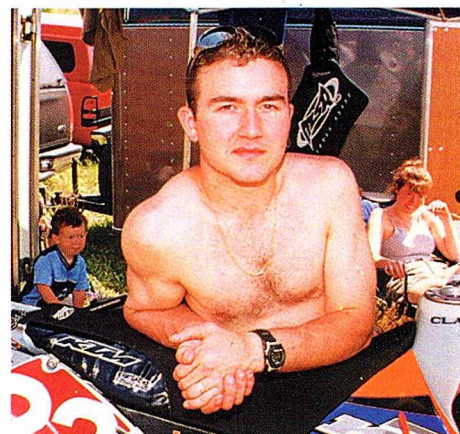
The Pro class start at Bear Valley H.S., the only AMA National round this far east.



Pat Garrahan finished second overall for the day, his brother Brian finished fourth overall.



Fred Hoess dived for the lead on the first lap, then broke a master link on the PA rocks. He got rolling again and fought his way up to third at the finish.



Richard Lafferty, with his family backing him up, has made GNCC racing a career this year. He took a weekend off to finish fifth in Pennsylvania.



Bill Atkinson (R) and sponsor Bud Matto laugh it up after the race. Bill took a sixth overall.

BLUE

by Mark Uth

Timothy (KTM), winner here in '99, was yapping at their heels, followed by Brian Garrahan (KTM), Chris Smith (Suz), Josh McLevy (Hon) and Pat Garrahan. A little more than a minute separated first from seventh place in this lead pack.

It was on the second trip around the rough ten mile course that misfortune befell early front runner Hoess. The Husqvarna USA rider came to a sudden halt after breaking the chain on his WR250, handing the lead to Blackwell in the process. While Hoess scrambled to repair his scooter, borrowing a master link from a willing KDX rider who was broken down with a flat tire, eight other riders motored past. This dropped him back into tenth place and while it set the stage for some heroics later in the race, it surely crippled his run at top honors.

For the rest of the race Blackwell was like a machine turning in 30 minute laps like clockwork, finishing six laps in just a little over three hours. Meanwhile, the Garrahan brothers, Brian and Pat, were doing their best Molly Maguires imitation, scrapping to stay in touch with the leader. On the second lap Brian passed the stricken Hoess and Pat Timothy to move into second place while Pat charged from further back to overtake Hoess, Josh McLevy, Smith and Timothy and assume the number three slot. The factory KTM, Smith, Maxxis, FMF, Motion Pro, Fox, WER, Braking, LE Suspension, Danny Hamel Racing Products, IMS, Weisco, NoToil-sponsored Garrahan brothers would retain these two positions for the next three laps, swapping the lead among themselves.



NETRA hare scrambles champ Pat Timothy won it last year, tried again this year but had to settle for second. He would have been happier in the rain.

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Class Results

Overall

1. Doug Blackwell Yam
2. Patrick Garrahan KTM
3. Fred Hoess Hus
4. Brian Garrahan KTM
5. Richard Lafferty KTM
6. Bill Atkinson KTM
7. Patrick Timothy KTM
8. Aaron Kopp Suz
9. Craig Shenigo KTM
10. Kevin Bennett Hon

A200

1. Keith Callahan KTM
2. Mike Arendasky Hon
3. Brian Guethoff Suz
4. Todd Quinn KTM
5. Todd Santheson Hon

A250

1. Bill Atkinson KTM
2. Aaron Kopp Suz
3. Jack Lafferty, Jr. Suz
4. Reginald Stevenson KTM
5. DJ Lis Hus

A Open

1. Rodney Reese KTM
2. Craig Chapman KTM
3. Joe Scarfi KTM
4. Troy Smith KTM
5. Jason Elder Hon

A Four Stroke

1. Curt Wilcox Suz

2. Philip Himm Suz
3. Thomas Asher Yam
4. Todd Rader Hus
5. Douglas Groff KTM

A Veteran

1. Craig Shenigo KTM
2. Dennis Decker KTM
3. James Aiello KTM
4. James McCommon Hon
5. Todd Temple KTM

A Senior

1. James Gungelman Yam
2. Mike McCarren Yam
3. Cliff Tenney KTM
4. Bryan Desimone Yam
5. Jerome Lynn Yam

A Super Senior

1. Scott Wolfersberger Hus
2. John Lafferty KTM
3. James Schmits Kaw
4. Rich Trader KTM

B200

1. Sam Cotter KTM
2. Dan Carper KTM
3. Curtis Massi Hus
4. Greg Cotter KTM
5. Robert Trout Yam

B250

1. Tim Wilson Hon
2. Chris McAteer Yam
3. Robin Allsop Yam
4. Ed Barter Yam
5. Mike Melniczuk KTM

B Open

1. Kris Aldridge KTM
2. Rich Nobel KTM
3. Steve Ostergard KTM
4. Trevor Davies KTM
5. David Walker ATK

B Four Stroke

1. Rob Hertz
2. Jason Scarpulla
3. Chris Seitzinger
4. Bud Matto
5. Brian Hannaway

B Veteran

1. Mike Jenkins Suz
2. Russ Bain Hon
3. Lionel Asselin Yam
4. Michael Kowalsky
5. David Nelson Hon

B Senior

1. Dan Murray Kaw
2. Thomas Cichon KTM
3. Skip Stoner Suz
4. Randall Platchek Hon
5. D. Scott Danner KTM

B Super Senior

1. Burd Guers KTM
2. Jack Schwarz Kaw
3. Jack Falbo Kaw
4. Mikael Larson Yam
5. Mel Hall KTM

Youth 80cc, 12-15

1. Cody Calkins
2. Drew Coleman

3. Dylan Montanaro
4. Ryan McGaha
5. Nathan Weinreich

Youth 80cc, 7-11

1. Chris Henry
2. Sammy Kachmar
3. Len Rehatchek
4. Robert Lapinski
5. Brian Holl

Youth 100cc Two Stroke

1. Paul Cossman
2. Joe Madrigale
3. Kris Cazzille
4. Zach Bremmer
5. David Henninger

Youth 100cc F/S & PW80

1. John Diem

Youth 65cc, 7-11 Y.O.

1. Erik Wilson
2. Andrew Delong
3. Matt Nudy
4. Kevin Karwaski
5. Codi Adams

Youth 50cc Oil Injected

1. Taylor Chausky
2. Joel Chapman
3. Raven Finnefrock

Youth 50cc Modified

1. Kyle Desimone
2. Dale Wakefield
3. Trom Disimone
4. Van McCarren
5. Mike Gallagher



Blackwell rode like this all day long, and it paid off.

After getting rolling again, it was Hoess's turn to put on a little show of his own. The home town favorite and defending ECEA hare scrambles champ roared back hard, setting his sights on the lead trio. Freddy moved from tenth to seventh on his third trip through the barrels, then moved into fifth on the fourth lap,

setting his sites on Brian Garrahan, who was running in third at the time. Over the last four laps the Husqvarna USA, Dunlop, Answer, Arai, Scott, Spectro, WER, Works Connection, Motion Pro, Pirie Composites, Fredette Racing, FMF-sponsored Hoess posted best times around the course, his sixth and

final lap, at 29:20, being the quickest time around the circuit all day long. The only other sub-30 minute lap times were the 29:25 and 29:26 clocked by Hoess and Blackwell, respectively, during their first trip around the course. Hoess's determination paid off as he overtook Brian Garrahan on the fifth lap and turned his attention to second seed Patrick. Leaving the barrels for the white flag lap, Pat Garrahan had a 55 second lead on Hoess.

By the midway point of the final lap, Hoess had Garrahan in sight, however, Patrick was ready for him.

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Brian Garrahan was fourth overall.

"On the last lap I fell down and saw Fred behind me," Pat explained. "I got going and we just raced to the finish." Garrahan held off Hoess to finish second, just five seconds ahead of the Husky rider. With that the podium was decided, Blackwell claiming top honors, trailed by Patrick Garrahan and Fred Hoess.

Blackwell's win was sorely needed in the defense of his number one plate. Prior to the race he was riding fifth in the points, trailing (among others) early season phenom Paul Edmondson and Shane Watts, who were 1-2 in the series points chase. Doug commented, "What I need is a good finish and Watts off the pace." He got his wish in spades as points leader Edmondson was a no-show due to a thumb injury sustained the previous week at the Sparta, Kentucky, GNCC round and Watts's subsequent DNF. Blackwell moved up into fourth place, only a point behind Watts and within striking distance of Edmondson. Also benefiting was Brian Garrahan whose fourth place finish earned him sufficient points to move ahead of Watts into second place.

A handful of riders with East Coast roots filled out the day's top finishers. Rich Lafferty (Bromley, MSR, FMF, Arai, Scott, Dunlop, Dunlop and more) rode a strong, consistent race to finish fifth overall. Lafferty noted, "I won this event in '96 or '97 when it was dry and dusty, just like today. No matter, I always have fun." Bill Atkinson (KTM) ran as high as fourth place during the course of the event and finished sixth overall. The defending ECEA enduro champ and '98 HS champ hails from nearby Schuylkill Haven, PA—this is Bill's home turf, and his results show it.

NETRA's Pat Timothy (KTM) said he was praying for inclement conditions prior to the event. "I wish it was raining," the 250 EXC rider pined, the victor in last year's non-national event that was run in brutal rain and sleeting conditions. Timothy was hoping for a top ten finish, noting that he'd be "hooting and hollering all the way home" should he break into the top five. While it might have been a quiet ride home, his seventh place finish assured smiles all around. Rounding out the top ten overall were Aaron Kopp (Suz), Craig Shenigo (KTM) and Kevin Bennett (Hon) who finished eighth, ninth and tenth, respectively. Amazingly, Bennett's tenth place finish aboard his CR125 made him the first Honda rider to break into the National HS series top ten this year (in four rounds)! ↑

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GOING TO THE WIRE

Gravitt gets close to another championship title

by Kenneth King

Swamp Fox Enduro

Round 7 Charleston, SC 2/16

Team Yamaha and former SETRA champ Randy Hawkins broke out a virtually stock 426 YZF and claimed the overall in the 28th running of the Swamp Fox enduro. It was round 7 of the SETRA enduro series and Hawkins has only raced a few of the rounds. He is always a serious threat at any enduro, but so is KTM's Allen Gravitt. Gravitt and Hawkins matched scores all day until Hawkins nudged the SETRA veteran by a point, 21 to 22. Gravitt took second. "It was a good race, Allen rode good and kept me on my toes all day. The bike was stock except for a hydraulic clutch. We are doing testing on the 426. It will be the bike I ride all year. I will be the only rider racing the four stroke exclusively," said Hawkins. He is no stranger to the SETRA circuit, a two-time championship winner himself.

Rod Stuckey, a converted ex-motocrosser turned hare scrambles rider has rode a total of three enduros this year. He picked up a third overall for his efforts. Stuckey, on a Kawasaki KX 250 is getting better with each enduro. He is currently the hare scrambles points leader. "I felt good today. I am pretty excited about my finish since this was the first time I kept time for myself. I just had a blast." Virginia native Stephen Edmondson on a Kawasaki dropped 26, putting him in fourth.

The Family Riders out of Charleston, South Carolina, put on the event. Held in the Francis Marion National Forest, they get great cooperation with the forestry service to make the enduro possible. This race was a co sanctioned event with the Florida Trail Riders. The only 'non-Florida' race on their calendar, and you would be hard pressed to tell you weren't racing in Florida. That means sand, and lots of it. And where there's sand there's whoops. The Swamp Fox has more than it's share of them. Out of the 75 mile course, at least 50 of those are two foot high whoops. Ask a rider after the race, and he may say it's closer to 70. Needless to say it is one tough race.

The first enduro on the calendar for the new millennium got off with near perfect weather. Cool in the morning and maybe 65 by midday. It was a little dusty in some spots, but the club did a good job of keeping all the riders in the woods instead of on roads. Some sections were nice and tight but a good portion were four-wheeler wide. Easy to keep 24 mph on. That's why the race was run at 30mph. There were just too many low scores last year, and the Family Riders wanted to see some calculators being used after the race. They wanted to see some points dropped.

The first section was close to the campground and very whooped out. Only seven miles in length, it gave riders a taste of what lay ahead. Hawkins was on the gas with a three point loss. Usually a slow starter and plagued by arm pump, he didn't have those problems today. Gravitt also had a three, although he had some problems. "I was just poking along watching my

clock, before I realized I had set my computer for 24 mph instead of 30. I bumped the mileage and saw I was behind, I wasn't able to make it back up and it cost me." Three seemed to be the norm for the AA's, Stuckey and Stephen Edmondson both dropped a three. Husaberg's Mike Grizzle and KTM's Doug Masencup dropped four, as did former SETRA hare scrambles champ Steven Smith.



Randy Hawkins and Allen Gravitt discuss strategy. Randy won the Swamp Fox, while Allen took the win at the Sumter enduro.

Section two, an eight-miler, came after a reset and carried through to the auxiliary gas. Three points was the fast score and both Hawkins and Gravitt tied with it. The section was still fast with not as much whoops. Section Three was the last one before the gas. Twelve miles long and tighter than what riders had been on so far. Once again Gravitt and Hawkins tied, this time with three. Hawkins got the better tie breaker, 26 to Gravitt's 45. Edmondson was next with a 4:12 and Stuckey a 4:26. Masencup was a second behind with a 4:27, Grizzle a 4:48 and Smith a 4:53. The third section 13 miles long was tighter with good trail through pines.

After the gas riders entered the woods at 75 miles for section four. It was a short seven miles, but tricky. Lots of new trail and several miles of twisty trail through clear cut. The most challenging section of the day. Gravitt had some excitement. "My rear wheel caught a stump, I was going pretty good and came close to getting bucked off, I had to back it down a notch." He posted a five, as did Hawkins and Stuckey and Edmondson. Grizzle, Masencup and Smith a six.

The next to the last section of the day was 11 miles of fast trail with whooped out spots. A few good mud holes gave the C riders a change of pace. Hawkins went 5:11 and Gravitt 5:49. The only fives in the AA class. The last section consisted of 12 miles of good

ole' whoops. The closer you got to the campground, the more whooped it got. Hawkins was riding strong and this won him the race. He dropped a one. Stuckey and Gravitt dropped 2. The remaining AA's dropped 3, except for Smith who posted a 5.

Super Senior A rider Robert Neeley put in a fantastic ride for High Point A, and nabbing 5th overall in the process. High Point B went to Steward Baylor on a KTM riding in the 250 B class, he dropped 34 points. West Virginia rider Greg Gillian, on a Yamaha, matched him with a 34 but didn't have it on the tie breakers. The top spot in the C class went to 250 C rider Adam Haskell on a Suzuki, Adam dropped a very respectable 41 points.

Sumter Enduro

Round 9, Sumter, SC 1/30

It's not a choice most SETRA riders have to make: Do I install spike tires and hot grips or not?—but six inches of snow in South Carolina forced them to do just that. A severe winter storm hit the South just days before the enduro, dumping 6 to 8 inches of snow on the ground, not to mention a zillion fallen trees..

Only the diehards ventured to Sumter for round nine of the SETRA enduro series. One hundred and fifty six determined riders started the enduro, and out of that 131 finished. And



Virginia's Danny Morrison surprised the SETRA regulars by winning the Sandlapper enduro.

the man in the top spot was Southern enduro specialist, KTM's Allen Gravitt. Gravitt fought off a hard-charging Michael Grizzle on his 501 Husaberg along with Virginia's Stephen Edmondson on a Kawasaki KX 250 for the win, Gravitt posted a score of 16, with Grizzle and Edmondson each tying with a 17. Edmondson claimed second on the tie breaker, giving



The Sumter enduro was held in unusually cold conditions this year. Dusty Tindell won the 200B class. (Ronald Romer photo)

Grizzle third. Gravitt had this to say "In spite of the weather, I had fun. It was cold and rainy but it wasn't too bad if you were prepared. The wet sand made the trails perfect, and as long as you didn't get off the trail and into the snow you were okay."

The SERMA enduro riders put on the enduro, a two time SETRA enduro of the year winner. It is held in the town of Sumter, South Carolina, in the Manchester State forest. When riders left the start the temperature hovered at the freezing mark. The first section was a short 5.2 miles long, a good warm-up trail. The first few rows cleared the snow off the ground and the rest were greeted with brand new trail. Gravitt and Grizzle were on the gas and were the only riders to drop two in the section. Edmondson, and Doug Masencup on a KTM along with numerous A class riders dropped three. Ashley Brewer, the current FTR enduro champ, had a bit of trouble and dropped four. The next section featured a super-tight pine thicket before the check-out. Gravitt posted the fast time with a 2:13, Grizzle was right behind with a 2:21 then Edmondson with 2:52. Next came brewer at 3:27 and Masencup with a 4:09.

It was a cold few miles of riding down dirt roads to get to the next section. Once again riders were fooled with no going-in check. The section was 10 miles long and consisted of wind rows in the pines and whoops leading to clear cut (which by the way was cut Friday and Saturday before the race). The check-out came at 38.8 miles. All the AA's except Masencup dropped one, he did a two. Open A rider Mitch McRee was the only A rider to snag a one through the section. There was a reset before the next section, a very fast 9 miles, held on land used for the public riding area. Once again there was no going-in check, but a check 4.4 miles into the trail caught a lot of riders off guard. All the AA riders watched their clocks and stayed on time.

Michael Grizzle was having one of his best rides this year. He matched Gravitt's score check for check, both riders with a five. Edmondson had a six, McRee a seven, and Brewer an eight. After the gas it was on to the longest section of the day, 18 miles of trail with a bit of everything in it. Grizzle blew his chances for the win at the start of the section. "I think my caliper stuck

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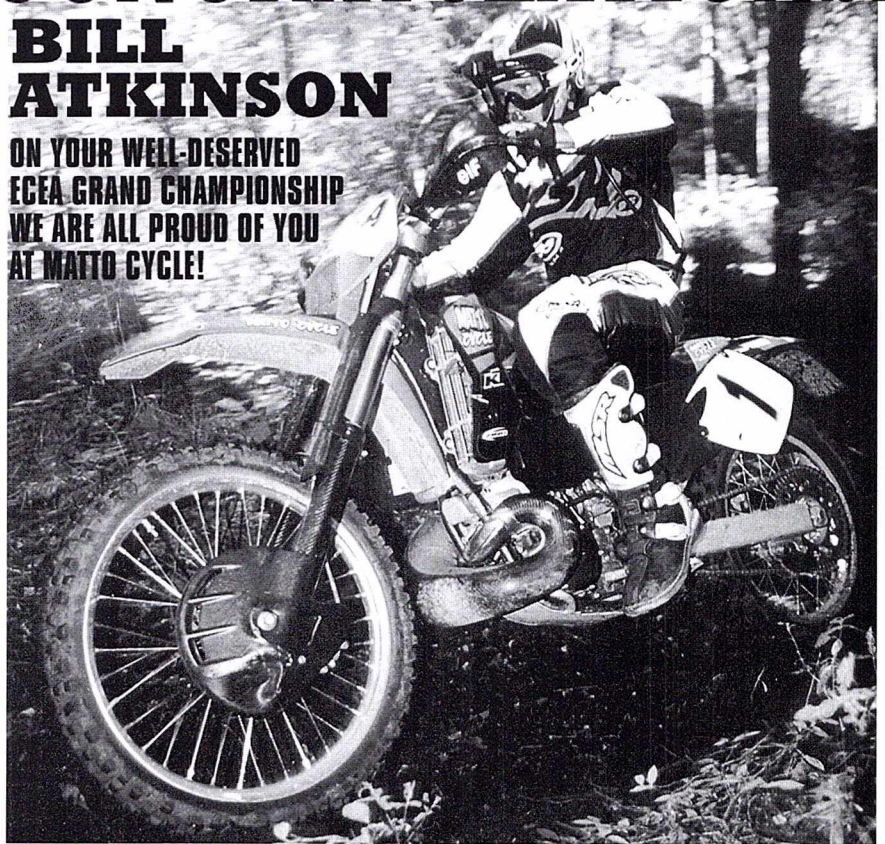
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Michael Grizzle is always in the results at SETRA events; he won the AA class at Sandlapper. (R.R.)

and wore my rear pads out. 200 A rider Wesley Miller stopped and gave me some pads, then helped me change them. I was only one row in front of Allen, and he was able to catch me. I think he got me by two points," said Grizzle. Gravitt was blistering fast, with a time of 5:24. Edmondson was exactly one minute slower with a 6:24. Brewer was next with a 7:12, then Masencup with a 7:19. McRee came out with a 7:45.

The last section of the day was a bit shorter at 7.6 miles. There was a lot of clay rather than sand, and all the snow and ice made it very slick. Gravitt had his only problem of the day in this section, and it could have cost him the race. "The trail was a lot slicker than I thought, and I went into a turn a little fast, got sideways and hit a tree. Then two tenths later I dropped off into a ditch and stalled the bike. Mitch caught me (He and McRee were on the same row), the check was into the woods a bit, and I dropped a point going in." The check-out was just half a mile from the campground, and Gravitt, Edmondson, Grizzle and Brewer all dropped a 5. "Allen crashed in the last section and I got a point back on him, but it just wasn't enough. Then I tied Edmondson but I think he got me by about six seconds on the tie breakers. I had a real good ride and if it weren't for that brake problem, I believe I could have given Allen a run for his money. Allen rode a great race, I mean what can you say about him, he never makes mistakes," said Grizzle. Gravitt was just as complementary to Grizzle. "If it hadn't been for Michael's brake problems, I believe we would have tied. He rode really good all day. He was just one row ahead of me and the only time I caught him was in the long section when he was putting on his pads. The guys did a great job on the race, they can't do anything about weather. I came prepared to ride in the cold, I had my heated grips on, they are the way to go when it's freezing."

Mitch McRee topped the A class with a 24 for 6th overall, and Steward Baylor nabbed the top spot for the B class. Baylor rode a KTM in the 250 class and dropped 26 points. Open C rider Johnny Coggins, on a Suzuki, dropped 38 points to give him high point C honors.

Sandlapper Enduro

Round 10, Pelion, SC 3/5

The unofficial start of Bike Week for the SETRA crowd is the Sandlapper enduro. Round 10 in the

| | | | | | | | | |
|------------------------------|--------|--|-----------------------|--------|---------------------|------------------------|---------------------------|--------|
| Swamp Fox Enduro 2000 | | | 1. Gallie Ward | Hon 37 | 1. Mike Culler | Yam 41 | 1. Allen Young | Hon 52 |
| Overall Champion | | | 2. Neil Hamilton | Kaw 40 | 2. Billy Nobles | Hon 42 | 2. Rob Mielke | Yam 57 |
| Randy Hawkins | Yam 22 | | 3. Stan Ghannt | Kaw 43 | 3. Roy Wood | Kaw 45 | 3. Paul Walker | Hon 57 |
| AA | | | Super Senior A | | | Senior B | | |
| 1. Allen Gravitt | KTM 23 | | 1. Robert Neeley | KTM 28 | 1. Frank Schoenbeck | Yam 39 | 1. John Wilson | KTM 58 |
| 2. Rod Stuckey | Kaw 26 | | 2. Lewis Smith | KTM 46 | 2. Lem Wooten | Kaw 40 | 2. Lance Ott | Yam 60 |
| 3. S. Edmondson | Kaw 26 | | 3. Darryl Moody | KTM 47 | 3. Manley Bradsh | KTM 44 | 3. John Fisher | KTM 60 |
| Open A | | | Master A | | | Super Senior B | | |
| 1. Mitch McRee | KTM 30 | | 1. John Kirby | Hon 39 | 1. Rick Shipner | KTM 52 | 1. Jamie Clontz | KTM 56 |
| 2. Jeff Vealey | KTM 34 | | 2. D. Marsh | GG 43 | 2. Charlie Bridges | Yam 53 | 2. Patrick Unville | Kaw 60 |
| 3. David Kuka Jr. | KTM 39 | | 3. Jimmy Lynch | 44 | 3. Gary Bishop | Yam 58 | 3. Rick Buckhiester | Kaw 66 |
| 250 A | | | Open B | | | Master B | | |
| 1. Ryan Crist | 31 | | 1. Lon Buysman | 43 | 1. Ron Miller | Yam 54 | 1. Steve Branscomb | Yam 57 |
| 2. M. Patterson | Yam 39 | | 2. Gene Zobel | Hon 44 | 2. StevenStirewalt | KTM 58 | 2. Mike Lynn | 68 |
| 3. Jason Moody | KTM 42 | | 3. F. Hardeman | KTM 46 | 3. C.C. Sharporn | KTM59 | 3. George Edwards | Suz 85 |
| 200 A | | | 250 B | | | Open C | | |
| 1. Travis Hayes | KTM 32 | | 1. Steward Baylor | KTM 34 | 1. Scott Presnell | Hon 44 | 1. Fred Hammond | KTM 52 |
| 2. Scott Mount | KTM 35 | | 2. Ivan Haynes | KTM 36 | 2. David Burrell | GG 49 | 2. Rich Argabright | Yam 58 |
| 3. Neil Sharporn | KTM 36 | | 3. Trey Wellborn | Kaw 46 | 3. Johnny Coggins | Suz 50 | 3. Richard Smith | GG 65 |
| Four Stroke A | | | 200B | | | 250 C | | |
| 1. Scott Miller | Yam 37 | | 1. Dusty Tindel | KTM 36 | 1. Adam Haskell | Suz 41 | 1. Elaine Nobles | Hon 60 |
| 2. Charles Thomb | 41 | | 2. Mark Kelly | Yam 38 | 2. Ed Ethan | Yam 47 | 2. Sarah Sewar | Yam 76 |
| 3. Jim Sparrow | Hon 42 | | 3. P. Weaver | KTM 46 | 3. Brian Newberry | Suz 49 | Women | |
| Vet A | | | Four Stroke B | | | Sportsman 0-200 | | |
| 1. Doug Deaton | KTM 31 | | 1. Greg Gillian | Yam 34 | 1. Luke Durham | KTM 45 | 1. Mike Snodgrass | Kaw |
| 2. Kim Watson | GG 33 | | 2. Phillip Sims | Yam 40 | 2. Greg Darnell | GG 47 | Sportsman 200-Open | |
| 3. Jonny Simkins | Kaw 36 | | 3. Peter Magee | Yam 45 | 3. Mike Fraser | KTM 49 | 1. Barry Rose | Suz |
| Senior A | | | Vet B | | | Four Stroke C | | |
| | | | | | | 2. Mark Kohne | | |
| | | | | | | 3. Darren Fowler | | |
| | | | | | | KTM | | |

series, this year's race was, as always, excellent. Seventy five miles of great trail, excellent weather, and a well laid-out course make this one of SETRA's best enduros. Last year Virginia rider Stephen Edmondson snuck up on SETRA veteran Allen Gravitt and snatched the win from him. This year another Virginian, Daniel Morrison (Gas-Gas, Answer, Scott, Alco Motorcycles, Havaline, Pirelli) would do the same. Morrison posted a score of 9 for his win, and he won by mere seconds. "It was a fun race, one of the best I've been to. I loved it. This was my first time riding my new bike (a Gas-Gas 250XC) and it took a bit of getting used to, but it turns a lot better than my old bike." Gravitt (KTM, Scott, Fox, Arai, Enduro Engineering, Michelin), on his KTM 200EXC and Michael Grizzle (Husaberg, Maxxis, Moose) on a Husaberg 501 also dropped 9 points. They settled for second overall each—it seems they tied their scores exactly, even the tie breakers. Former national enduro champion Kevin Hines, on a Yamaha picked up the third overall spot.

Skip Wyman has been involved in the Sandlapper for as long as most can remember, usually as trail boss. This year was no different. Skip supervises all the layout duties, and it is quite an effort, as over 40 different land owners are involved. The race starts at the Hollow Creek Fire Department in the very small town of Salley, South Carolina. The race raises money for the fire department, and it's their only fund raiser for the year. It is a positive way that dirt bikes are helping their community, and they appreciate it. Also this year, the Columbia Enduro Riders donated close to \$1000 to the Pediatric Brain Tumor foundation.

Over 400 riders signed up to race, and conditions couldn't have been better. It rained a few days before for almost dust free conditions. Wyman believes in a lot of checks, and likes to check you in and check you out of a section. No riding early at this race. There were very few roads used and then only to connect sections. The trails were mostly sandy with fast switchbacks and a few fields here and there. Some sections had tight handlebar-width stuff.

The first check came at nine miles. Everyone was good and warmed up when they got to the check. The section was 11 miles long and had some of the tighter, more difficult trail of the race. Morrison posted the fast time with a 2:17. Gravitt and Grizzle both dropped a 2:23. Hines dropped a 3:53. "I just kept making a lot

Sumter Enduro Overall Champion

Allen Gravitt

AA

1. Stephen Edmondson

2. Michael Grizzle

Open A

1. Mitch McRee

2. Joey Rowland

3. Mike Martin

250 A

1. Don Baxley

2. Lee Stephens

3. Mike Douglas

200 A

1. Scott Mount

2. Aaron Bollinger

3. Travis Hayes

Four Stroke A

1. Andy Barkley

2. Richard Patterson

3. Donnie Brewer

Vet A

1. Kim Watson

2. Richard Morabito

Senior A

1. Terry Hughes

2. Danny Morrison

3. Ricky Dennis

Super Senior A

1. Robert Neeley

2. Lance Sheppard.

Master A

1. John Kirby

2. Lloyd Widener

3. Jimmy Lynch

Open B

1. Pooner Powell

2. Mike Bradshaw

3. Gene Zobel.

250 B

1. Steward Baylor

2. Scott Spittle

3. Ivan Haynes

200B

1. Dusty Tindel

2. Steve Lewis

3. Michael Cox

Four Stroke B

1. Phillip Sims

2. 2. John Harris

3. 3. Aaron Major

Vet B

1. Mike Culler

2. 2. Sateve Kantarjian

3. 3. Jim Green

Senior B

1. Greg Tindell

2. Frank Schoenbeck

3. John Strange

Super Senior B

1. Richard Shipner

2. Douglas Cochran

Master B

1. Ron Miller

2. Michael Thompson

Open C

1. Johnny Coggins

2. Scott Presnell

3. Paul Girard

250 C

1. Adam Haskell

2. Carter Haskell

3. Marshall Goode

200 C

1. Greg Darnell

2. Jamie James

3. Brandon Bollinger

Open C

1. Johnny Coggins

2. Scott Presnell

3. Paul Girard

Four Stroke C

1. Kurt Selkinghaus

2. Allen Young

3. Duane Wellington

Vet C

1. John Fisher

2. John Wilson

3. Jess Conway

Senior C

1. Jamie Clontz

2. John West

3. Donnie Kirby

Super Senior C

1. Steve Branscomb

2. Steve Strange

Master C

1. Kemoy Hardee

2. Wayne Meradith

3. Will Eckhardt

Golden Master

1. Fred Hammond

2. Paul Richardson

3. Jim Armitage

Women

1. Elaine Nobles

2. Angie Buysman.

of small mistakes, and I fell a couple of times," said Hines.

The next two sections were easy zeros. At the 52 mile mark came the check-in for a tough 10 miler. This time it was Hines on the gas, posting a two point loss. Morrison was next with a 3:17, and it was this section that would give Morrison the win. Grizzle and Gravitt both tied with a 3:20 each. From here it was just a few short miles to the gas stop.

The next few sections were long but easy and none of the top riders dropped any points. At 90 miles came another 10 mile section that took two points from each of the top four AAs. The next section at the 113 mile mark was only five miles long but probably the tightest of the race. It claimed two points from Morrison, Gravitt and Grizzle, while Hines dropped three. Two more sections were left, covering a little over 20 miles and neither Morrison, Hines, Gravitt or Grizzle would drop any points. It was a very close race, with just a few seconds separating the top four riders. Heading to Daytona for the Alligator, Gravitt is in the top spot in the SETRA enduro points race. A good finish at the alligator would hand him the championship. ↑

| | | |
|--------------------------|---------|--|
| Sandlapper Enduro | | |
| Overall Champion | | |
| Daniel Morrison | Gas 9 | |
| AA | | |
| 1. Mike Grizzle | Hbg 9 | |
| 1. Allen Gravitt | KTM 9 | |
| 2. Kevin Hines | Yam 10 | |
| 3. Ron Scharphorn | KTM 12 | |
| Open A | | |
| 1. Mitch McRee | KTM 13 | |
| 2. Brad Sells | KTM 15 | |
| 3. Mike Martin | Hon 16 | |
| 250 A | | |
| 1. Craig Shenigo | KTM 14 | |
| 2. Don Baxley | Yam 16 | |
| 3. Jamie Wright | Yam 17 | |
| 200 A | | |
| 1. Neil Scharphorn | KTM 16 | |
| 2. Travis Hayes | KTM 16 | |
| 3. Martin Pruett | KTM 16 | |
| Four Stroke A | | |
| 1. Jeff Harris | Hbg 15 | |
| 2. Scott Miller | Yam 17 | |
| 3. Glenn Holcomb | Yam 18 | |
| Vet A | | |
| 1. Kim Watson | Gas 17 | |
| 2. Jeff Burchfiel | KTM 17 | |
| 3. Montie Orr | Yam 19 | |
| Senior A | | |
| 1. Terry Hughes | Yam 11 | |
| 2. Danny Morrison | Kaw 20 | |
| 3. John Farmer | Yam 24 | |
| Super Senior A | | |
| 1. Darryl Moody | KTM 19 | |
| 2. Robert Neeley | KTM 20 | |
| 3. Lewis Smith | KTM 35 | |
| Master A | | |
| 1. John Kirby | Hon 18 | |
| 2. Robert Cox | KTM 21 | |
| 3. Jimmy Lynch | KTM 24 | |
| Open B | | |
| 1. F. Hardeman | KTM 23 | |
| 2. Mike Bradshaw | Yam 23 | |
| 3. Lon Buysman | KTM 27 | |
| 250 B | | |
| 1. Scott Spittle | Kaw 17 | |
| 2. Chance Baker | Kaw 23 | |
| 3. David Croot | Yam 28 | |
| 200 B | | |
| 1. Dusty Tindall | KTM 15 | |
| 2. Michael Coz | KTM 17 | |
| 3. Mark Kelly | 24 | |
| Four Stroke B | | |
| 1. John Harris | Kaw 26 | |
| 2. Hector Snethen | Suz 26 | |
| 3. Jim Tevis | Hon 29 | |
| Vet B | | |
| 1. Randall Ellison | KTM 18 | |
| 2. Clint Johnson | KTM 25 | |
| 3. Johnny Campbell | Gas 26 | |
| Senior B | | |
| 1. F. Schoenbeck | Yam 24 | |
| 2. John Strange | Hus 25 | |
| 3. Phillip Doyle | Suz 25 | |
| Super Senior B | | |
| 1. Charlie Bridges | Yam 29 | |
| 2. Richard Shipner | KTM 35 | |
| 3. Roger Tate | Kaw 38 | |
| Master B | | |
| 1. Ron Miller | Yam 33 | |
| 2. Mike Thompson | KTM 34 | |
| 3. Steve Stinewalt | KTM 36 | |
| Open C | | |
| 1. Wayne Walker | KTM 40 | |
| 2. Daniel Sampson | Hon 41 | |
| 3. Jeff Fralick | Hon 60 | |
| 250 C | | |
| 1. Adam Haskell | Kaw 23 | |
| 2. Jeff Queen | KTM 30 | |
| 3. Mike Minniz | Hon 32 | |
| 200 C | | |
| 1. Luke Durham | KTM 23 | |
| 2. Mike Fraser | KTM 30 | |
| 3. Greg Darnell | Gas 34 | |
| Four Stroke C | | |
| 1. Kurt Selkinghaus | Yam 28 | |
| 2. Allen Young | Hon 31 | |
| 3. Jamie James | Hon 31 | |
| Vet C | | |
| 1. Ted Lentz | Hon 30 | |
| 2. Creed Hashe | KTM 32 | |
| 3. David Searce | KTM 35 | |
| Senior C | | |
| 1. Jamie Clontz | KTM 31 | |
| 2. Anthony Lewis | KTM 40 | |
| 3. Patrick Linville | KTM 42 | |
| Super Senior C | | |
| 1. S. Branscomb | Yam 40 | |
| 2. William Durham | KTM 51 | |
| 3. Mike Lynn | Kaw 52 | |
| Master C | | |
| 1. Frank Amos | KTM 48 | |
| 2. Jeff Taylor | Prag 58 | |
| 3. Buddy Gaillard | KTM 58 | |
| Golden Master | | |
| 1. Farrell Lord | Kaw 41 | |
| 2. George Clickner | KTM 42 | |
| 3. James Bransford | KTM 43 | |
| Women | | |
| 1. Elaine Nobles | Hon 42 | |

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Hare Scrambles according to St. George

It's deja vu for Hoess & Company

St. Georges, DE 4/30

Fred Hoess topped a watershed field of well over 400 bikes to win the St. Georges hare scrambles, round two of the ECEA Hare Scrambles Series. The Husqvarna USA factory rider piloted his WR250 to a substantial margin of victory, besting runner-up Kevin Bennett (Hon) by more than five minutes. However, it was hardly a cruise for the Dunlop, Answer, Arai, Scott, Spectro, WER, Works Connection, Motion Pro, Husqvarna USA, Pirie Composites, Fredette Racing, FMF-sponsored Hoess. "I started in dead last," Freddy explained, "For some unknown reason, my bike didn't start on the first kick. It always seems to happen to me in hare scrambles, no matter what bike I'm riding. I must have had something like 100 guys in front of me."

While Hoess was busy spotting the field a head start, Craig Shenigo (KTM) got the holeshot for an early albeit short-lived lead. Shenigo soon made way for Chris Smith's DRZ400, who managed a good start, and assumed the lead by the midpoint of the first lap.



Jack Lafferty Jr. continues to be a threat to everyone riding for the overall. He finished third this time.

heated badly." Chris dejectedly retired before completing his second lap.

During the second, third and fourth laps there were few position changes in the top ranks. Hoess took



Fred Hoess backed up his '99 DER win with another big win this year. He's on the hunt for that #1 again!

charge and built his lead while trailed by Jack Lafferty, Jr. (Suz), Kevin Bennett (Hon), Mike Arendasky (Hon) and Marc Grossman (Yam). The DER course was fast and top riders were averaging more than 30 mph throughout the loop. "We were doing something like 70 mph down the straights," Hoess commented. The event was run in DER's infamous phragmites fields bordering the Delaware and Chesapeake canal. However, the day's dry conditions found the course considerably firmer than is often the case during their annual fall enduro. "The course was fast and held up well," commented one rider. Race day weather was beautiful, perhaps perfect, with temperatures in the 60s under sunny skies. It was so windy that what little dust there was on the course was quickly dispersed.

Late in the race saw battles settled between the numbers 2-3 and 4-5 positions. Grossman made his move on the fourth lap, using the extra muscle afforded his YZ426 to pull ahead of Arendasky's CR125. Conversely, Kevin Bennett, racing a new CR125 for the first time, waited until well into the white flag lap to dice with Jack Lafferty to decide podium positions. "I think that I kind of snuck up on him," Bennett revealed,

however it wasn't to be that easy. "Jack passed me back, but then I got around him again and managed to hold on until the finish."

And that's how it finished, Hoess coasting to his second hare scrambles win in as many tries, with Bennett and Jack Lafferty, Jr. filling out the podium. In a rare act of showmanship, Hoess accepted his Grand Champion's trophy while bedecked in suit and tie, having pulled a quick-change act prior to the awards ceremony. Along with kudos and trophies, the sponsoring Delaware Enduro Riders (DER) had secured a substantial cash purse to be distributed to top finishers. One thousand dollars of prize money was donated by a trio of Delaware's predominant off-road dealers who include Track and Trail, Inc. (Wilmington, DE), Honda East Yamaha (Wilmington, DE), and Diamond Motor Sports (Dover, DE). Hoess took home the lion's share of this windfall, pocketing \$500 for the win, while top A and B class finishers (Kevin Bennett and John Fuhr, respectively), earned \$250 checks.

The race saw a huge turnout, 200+ youth riders in six classes and perhaps 450 riders in the main event. Unfortunately, the vast number of riders in the main overwhelmed DER's patented scoring system. Club spokesman Jeff Botsford noted, "perhaps we'll need to limit the number of riders in the future." Despite this, the DER event continues to set the benchmark for a greatly organized and well executed event. ↑

(Results on page 43)



Kevin Bennett waited until the last lap to sneak up and dispatch Jack Jr. from the second place spot.

Meanwhile Hoess was charging back to the front. "Chris Smith let me by early in the second lap," Hoess said, "and I thought uh-oh, he wants to follow." Smith did just that for half lap or so before dropping back. "My bike started running poorly near the end of the first lap," Smith recounted, "making less and less power. I tried to press on but it continued to worsen. It turned out that the motor lost its coolant and over-

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Foggy Mountain Breakdown Enduro

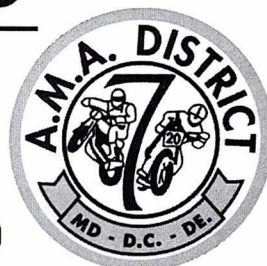


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City _____ State _____ ZIP _____
Phone# _____ Emergency Phone# _____
AMA# _____ Exp. _____ ECEA# _____
Class _____ Bike Make _____ Disp. _____

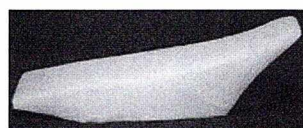
I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcycle Association and its district organizations, the East Coast Enduro Association, the promoters, Susquehanna Off Road Riders Inc., sponsors and all other persons or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am upon the event premises. I know the risks of danger to myself and my property while participating in the event and while upon the event premises and relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive.

I have read this release and agree to the terms.

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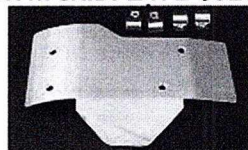
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| Rider# |
| Class Code |
| Problem |

| | | | | | | |
|--------------------------|-----------|--|------------------------|-------|----------------------|-------|
| St. Georges H. S. | | | 3. Jeff Kirchner | 5/187 | 4. Michael ORourke | 4/176 |
| Grand Champion | | | 4. James McCommon | 5/237 | 5. Mike Gellrus | 4/179 |
| Fred Hoess | Hus 5/69 | | 5. James Franks | 5/239 | Mini A | |
| High Point A | | | Senior | | 1. Zack Houck | 7/19 |
| Kevin Bennett | Hon 5/126 | | 1. Frank Vanaman | 5/185 | 2. John Lingle | 7/45 |
| High Point B | | | 2. James Gunselman | 5/186 | 3. A. Sarclette | 7/48 |
| John Fuhr | 5/269 | | 3. Ed Queitzsch | 5/273 | 4. Dominic Judy | 7/52 |
| Overall | | | 4. Cliff Tenney | 5/306 | 5. Joseph Carls | 7/57 |
| 1. Fred Hoess | Hus 5/69 | | 5. Rich Wychun | 5/315 | Mini B | |
| 2. Kevin Bennett | Hon 5/126 | | Super Senior | | 1. Matt Reed | 7/50 |
| 3. J. Lafferty Jr. | Suz 5/129 | | 1. Scott Wolfersberger | 4/36 | 2. J. Lamanna | 7/65 |
| 4. M. Grossman | Yam 5/143 | | 2. Jack Lafferty Sr. | 4/70 | 3. Chris Curlett | 7/26 |
| 5. M. Arendasky | Hon 5/159 | | 3. Tom Phillips | 4/82 | 4. Dale Kelly | 7/27 |
| 6. Mike Bradway | Yam 5/170 | | 4. Mike Larson | 4/66 | 5. Aran Diamond | 7/42 |
| 7. Craig Shenigo | KTM 5/171 | | 5. Jim Jenkins | 4/179 | Mini C | |
| 8. Steve Larkin | Yam 5/173 | | B200 | | 1. Jimmy Maul | 7/67 |
| 9. F. Vanaman | KTM 5/185 | | 1. Frank Lupperger | 4/26 | 2. Seth Houck | 6/62 |
| 10. J. Gunselman | Yam 5/186 | | 2. Randall Sewa | 4/27 | 3. Joseph Mating | 6/63 |
| A200 | | | 3. Matt Hanes | 4/39 | 4. Kyle Kellnor | 6/68 |
| 1. Mike Arendasky | 5/159 | | 4. Douglas Allow | 4/66 | 5. Clayton | 6/69 |
| 2. Todd Quinn | 5/204 | | 5. Chris Hobbs | 4/73 | Peewee 1 | |
| 3. Mike Berenbak | 5/212 | | B250 | | 1. Jimmy Zierwinski | 12/33 |
| 4. Bill Gilbert | 5/231 | | 1. Gerald Ringler | 5/277 | 2. Justin Maul | 11/13 |
| 5. Curtis Bardonner | 5/299 | | 2. Lance Thompson | 5/297 | 3. A. Manerutia | 11/20 |
| A250 | | | 3. Brian Burt | 5/310 | 4. Stern Easter | 10/6 |
| 1. Jack Lafferty | 5/129 | | 4. J. Johns | 4/4 | 5. Mike Gallagher | 10/11 |
| 2. Marc Grossman | 5/143 | | 5. Tim Wilson | 4/10 | Peewee 2 | |
| 3. Mike Bradway | 5/170 | | C200 | | 1. Russell Murin | 10/3 |
| 4. Jamie Wright | 5/197 | | 1. Chris Reichert | 4/116 | 2. Jerry Crutchfield | 9/9 |
| 5. Drew Smith | 5/244 | | 2. Dave Peary | 4/147 | 3. Eddie Jones | 9/28 |
| Four Stroke | | | 3. Mark Steen | 4/175 | 4. Tina Alfano | 7/16 |
| 1. Rich Shirk | 5/266 | | 4. Shannon Sholl | 4/191 | 5. Ryan Quinn | 6/31 |
| 2. D. Groff | 5/268 | | 5. Josh Minis | 4/195 | Peewee 3 | |
| 3. Lew Smith | 5/282 | | C250 | | 1. Dylan Jamarowicz | 10/1 |
| 4. Jonathon Skinner | 5/312 | | 1. James Krapf | 4/128 | 2. Zach Bruni | 9/4 |
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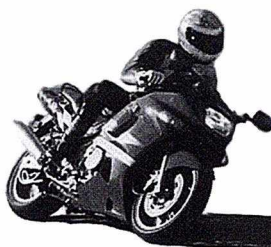
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1996 ATK Ltd Ed., 88 of 133, new front tire, new wheel bearings, Dyno-Port pipe, fresh motor, \$2400. Jeff, 662-234-5608.

Wanted: Penton Mudlark trials bike. Call Bob at 301-843-5695, or e-mail at dirtanddot@webtv.net.

1983 Yamaha DT100 Enduro Great Cond., all orig., low miles. \$795, (423)238-3957.

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1998 Husqvarna TE610 377 kilometers, exc. cond., metal hand guards, Renthal chain & sprockets, new tires, \$3300. Located in NC, day (252)239-8501, night, (919)739-7650. E-mail gmhelect@bbnp.com.

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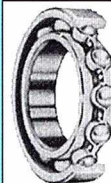
2000 KTM 250EXC Moose bark busters, odo pickup, crashed and tweaked my knee. Won't be riding for 12 months, no scratches on bike, pick it up for \$4900 firm. Ken Long, (973)209-9333, or e-mail at panadbs@netscape.net.

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Just Look At It

When I used to ask my friend Jim Weatherhead to “just look at it” after my van had developed a serious chest cough, or the wiper switch had dropped out of the dash and was swinging on its wire like a Rubik’s cube on a string, I fully expected Jim to show up carrying a tool box in one hand and a

I told Sam I’d be glad to “just look at” anything he was considering and even promised to take my ’78 Ford cargo van along so we could haul it home if the price was right. The first machine we looked at was a Moto Guzzi Falcone a 500cc contraption—that’s the only word for it—that had a narrow EXPOSED flywheel. There was more than a

milestone.

Problem was, I just couldn’t get past always thinking of messing up something on the radiators during one of my frequent slide-outs, and I’ve had nothing but air-cooled motors ever since.

Sam was pretty sure the Husky he was interested in was NOT water-cooled because the folks he talked with on the phone never mentioned it.

Sam had “telephone pole” directions to the big Husky swap just outside the Tucson city limits.

In flat desert terrain, where the low single story homes are lower than the cactus and palo verde trees, directions are often given by the telephone pole count between a major, paved road intersection and the particular set of tire tracks snaking across the desert floor to your destination.

It behooves one to keep a very accurate pole count because it’s easy to get unbehoved to where you have to make a U-turn to go back to the main intersection and start counting all over again! This is NOT a wise thing to do when the nearest fuel stop is still a pencil mark on a township ten year plan.

We found the house; identified conclusively by the color, year and brand name on the four wheel drive stuck nose first in the wispy shade of a creosote bush. Poor Sam was almost biting holes in his seat with his sphincter muscles before we got out and walked into the blessed shade of a well laid out brick garage.

A nice lady came out of the attached rancher and told us the Husqvarna was in the house. This indicated to me, and Sam too I suppose, that here might be a mint, MINT, older bike, kept in the living room as a conversation piece.

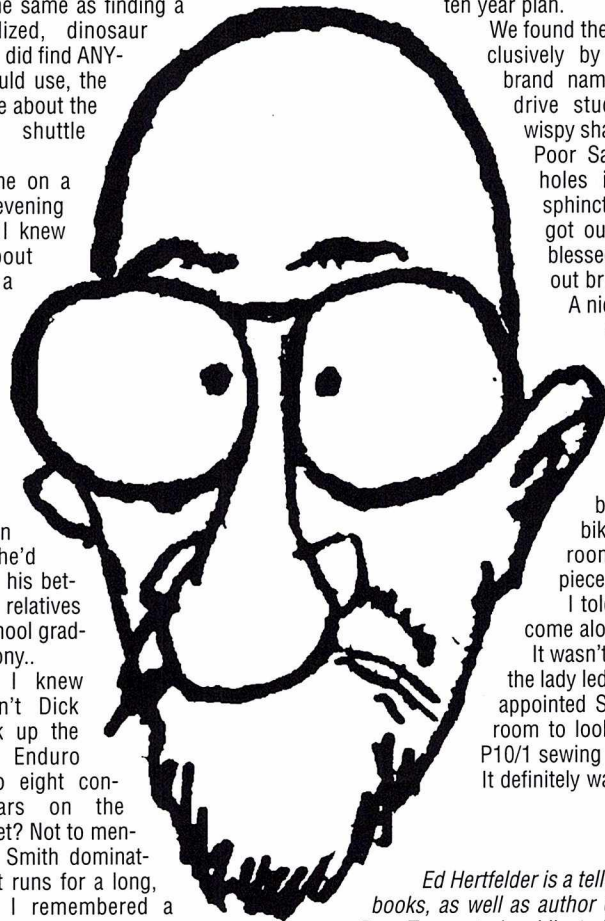
I told the nice lady that I’d come along to “just look at it.”

It wasn’t in the living room and the lady led me, and a terribly disappointed Sam, into her SEWING room to look at a Husqvarna type P10/1 sewing machine!

It definitely wasn’t water-cooled.

—Ed Hertfelder

Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Like to have a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed’s ranch at P.O. Box 17564, Tucson, AZ 85731; or E-mail to ducttapes@yahoo.com. ⬆



“I had to tell Sam that the odds of finding replacement parts for the Falcone were about the same as finding a frozen, fertilized, dinosaur egg. And if we did find ANYTHING we could use, the price would be about the same as a shuttle launch.”

compression gauge, timing light and floor creeper in the other. Jim had grown up immersed in his dad’s auto repair business, had probably learned to walk alongside a Pierce Arrow running board and, I’ve been told, could install a rebuild kit in a Stromberg carburetor before he finished kindergarten.

He had kept my slant-six Dodge van running as he built his own shop, worked back to back sixteen hour days and finally got slightly nauseous being asked to “just look at” a slant-six with over 200 thousand miles that we KNEW of. He was working himself to where he looked twice as bad as an overworked and underfed slave laborer before he finally said: “Sure, I can LOOK at it. Just park it across the street from my house, I can look at it from my bedroom window.”

So I was just a little surprised when a fellow member of the Tucson rifle club asked me to “just look at” a motorcycle his young son was thinking of buying. Somehow Dave had found out I was sunk to my hips in motorcycle maintenance and thought I was a walking encyclopedia of motorcycle technology.

The truth is: I’m more of a crawling newsletter of motorcycle technology.

No doubt, I can still find top dead center on a two stroke using a pencil in the spark plug hole and a grease pencil to mark the flywheel. Maybe I can even set the points with a book of matches, using the striker strip to clean oil off the points and setting the gap to just “drag” on the cardboard cover. (Editor’s note: Unfortunately this skill is wasted on modern motorcycles, since they haven’t used points in over 20 years.)

Dave’s youngest boy, Sam, was in the market for an off road motorcycle. All he wanted was something that would transport him gloriously up and over mountain dirt roads with carefree abandon. It would be nice if it were totally reliable, with good suspension, anchorlike brakes and, most important of all, have an asking price little more than a pittance.

And cheaper than that if at all possible.

passing resemblance to a wheeled butcher shop meat slicer. I had to tell Sam that the odds of finding replacement parts for the Falcone were about the same as finding a frozen, fertilized, dinosaur egg. And if we did find ANYTHING we could use, the price would be about the same as a shuttle launch.

He called me on a Wednesday evening and asked if I knew anything about Husqvarna motorcycles, as there was a recurring ad in a local paper and the price was right in his ballpark—meaning it was less than the money he’d raked in from his better-off close relatives at his high school graduation ceremony..

Of course I knew Huskys. Didn’t Dick Burleson lock up the National Enduro Championship eight consecutive years on the Swedish rocket? Not to mention Malcolm Smith dominating the desert runs for a long, long period. I remembered a Husky WR water-cooled I had for a while that was probably the finest enduro machine I’d ever ridden. In fact, I made it all the way to the gas stop at the Jackpine enduro. For me, a real

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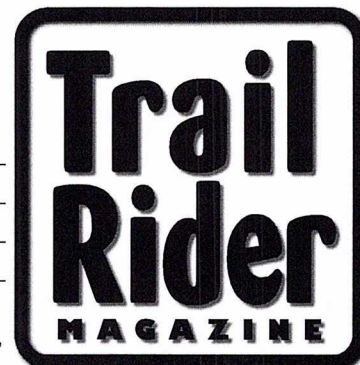
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